

**ESTIMATES COMMITTEE
(1967-68)**

FORTIETH REPORT

(FOURTH LOK SABHA)

**MINISTRY OF FOOD, AGRICULTURE, COMMUNITY
DEVELOPMENT AND COOPERATION**

(DEPARTMENT OF AGRICULTURE)

- (i) Deep Sea Fishing Organisation, Bombay; and**
- (ii) Landing and Berthing Facilities**



**LOK SABHA SECRETARIAT
NEW DELHI**

March, 1968/Chaitra, 1890 (Saka)

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TO

Fortieth Report (Fourth Lok Sabha)
of Estimates Committee on the Ministry
of Food, Agriculture, Community Deve-
lopment and Cooperation (Department of
Agriculture) - (i) Deep Sea Fishing
Organisation, Bombay; and (ii) Landing
and Berthing Facilities.

Page 1, para 1.2(d), for 'suitable'
read 'suitability'

Page 2, para 1.4, line 2, for
'started' read 'stated'

Page 3, line 16, for 'But' read
'Bull and otter'

Page 3, line 20, for 'shrump'
read 'shrimp'

Page 3, line 37-38, delete
'with this department.....
examinations'

Page 4, line 27, add 'trips' after
'demonstrations'

Page 5, para 1.6, line 7, for
'demacated' read 'demarcated'

(p.t.o.)

Page 6, para 1.10, statement(column 2),
for 'House' read 'hours'

Page 8, para 1.16, line 2, for 'west'
read 'West'

Page 11, para 1.24, line 9, for 'taken
the' read 'taken into'

Page 12, line 4 from below, for 'has'
read 'have'

Page 13, para 2.3, line 6, for 'vessels'
read 'operations'

Page 14, para 2.5, line 1, add
'submitted' after 'memorandum'

Page 17, line 2, for 'Nirloskar'
read 'Kirloskar'

Page 23, para 2.25, line 2, for 'East'
read 'West'

Page 24, para 2.28, line 5, for 'Section'
read 'Station'

Page 25, para 2.31, line 1, add 'that'
after 'stated'

Page 26, para 2.34, line 15, for
'stipped' read 'stipend'

Page 29, para 2.43, line 10, for
'absolute' read 'absolute'

Page 29, para 2.43, line 11, for
'in adequate' read 'inadequate'

Page 30, para 2.45, line 5, for
'large' read 'larger'

Page 33, line 4, for 'Set' read 'Sea'

Page 33, line 18, for 'got' read 'go'

Page 36, line 7, for 'made'
read 'make'

Page 37, para 3.9, line 3, for 'shodld'
read 'should'

Page 38, para 3.12, line 4, for
'oprations' read 'operations'

Page 39, para 3.18, line 8, for
'long-live' read 'long-line'

Page 40, para 3.24, line 3, for
'explanatory' read 'exploratory'

Page 44, para 4.5(1), line 3,
for 'Verabal' read 'Veraval'

Page 49, para 4.14, line 11, for
'Coachin' read 'Cochin'

Page 50, para 4.15, line 3, add
'been' after 'now'

Page 52, para 4.17, against
'Executing Agency' for 'Agriculture'
read 'Agriculture'

Page 52, para 4.17, against
'Co-operating Government Agency'
for 'Communtty' read 'Community'

Page 54, line 17, for 'opeditious'
read 'expeditious'

(p.t.o.)

Page 62, line 8, for 'Rs. 500' read
'Rs. 500 lakhs'

Page 64, para 5.8, line 17, for
'reimbursemed' read 'reimbursed'

Page 65, para 5.9, line 5,
delete 'of'

Page 93, S.No.26, line 11, for 'o'
read 'to'

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(1967-68)

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Shri K. D. Chatterjee—*Under Secretary.*

INTRODUCTION

I, the Chairman, Estimates Committee, having been authorised by the Committee to submit the Report on their behalf, present this Fortieth Report on the Ministry of Food, Agriculture, Community Development and Cooperation (Department of Agriculture)—(i) Deep Sea Fishing Organisation, Bombay; and (ii) Landing and Berthing Facilities.

2. The Committee took evidence of the representatives of the Ministry of Food, Agriculture, Community Development and Cooperation (Department of Agriculture) and the Deep Sea Fishing Organisation, Bombay on the 8th November, 1967. The Committee wish to express their thanks to the Secretary, Joint Secretary, Joint Commissioner (Fisheries) and other Officers of the Ministry of Food, Agriculture, Community Development and Cooperation (Department of Agriculture) and Superintending Engineer, Deep Sea Fishing Organisation, Bombay for placing before them the material and information they wanted in connection with the examination of the estimates.

3. They also wish to express their thanks to Shri Kurwath Damodaran, Vice-Chairman of the Marine Products Export Promotion Council, Ernakulam; Shri R. Madhavan Nayar, Ex-President, Seafood Canners and Freezers' Association of India, Cochin and Dr. N. K. Panikkar, Director, National Institute of Oceanography, Council of Scientific and Industrial Research, New Delhi for giving evidence and making valuable suggestions to the Committee.

4. The Committee also wish to thank Shri T. Muthu-Kannapan, Member, Central Board of Fisheries; Dr. S. B. Setna, Managing Director, New India Fisheries Ltd., Bombay and Kerala Fisheries Corporation Ltd., Ernakulam for furnishing Memoranda to the Committee.

5. The Report was considered and adopted by the Committee on the 11th March, 1968.

6. A statement showing the analysis of recommendations contained in the Report is also appended to the Report (Appendix X).

NEW DELHI;
March 23, 1968.
Chaitra 3, 1890 (Saka).

P. VENKATASUBBAIAH,
Chairman,
Estimates Committee.

DEEP SEA FISHING ORGANISATION, BOMBAY

CHAPTER I

INTRODUCTION

A. Objectives

1.1. Of the three great oceans of the world, the Indian Ocean is the least exploited one, the exploitation amounting to only about 2 million tonnes per annum as against 18 million tonnes from the Atlantic and 25 million tonnes from the Pacific Oceans. Recent studies have indicated high productivity of the Indian Ocean and the low yield is attributed to the lack of precise knowledge regarding the exploitable fisheries and the low fishing effort. India's contribution to the landings from the Indian Ocean has been about 44%. Immediate prospects of landings from the surveyed off-shore belt (10 to 40 fathoms) are estimated to be in the region of 0.6 million tonnes.

1.2. The Deep Sea Fishing Station at Bombay was set up in 1946 with the following objectives:

- (i) to carry out exploratory work for the purpose of—
 - (a) charting of fishing grounds;
 - (b) determination of the type of fish available;
 - (c) examination of the type of fish available;
 - (d) assessment of the suitability of different types of fishing vessels;
 - (e) assessment of the suitability of different types of fishing gear and equipment, especially, nets.
- (ii) to train personnel for fishing operations on modern lines. [This function is now being performed by the Central Institute of Fisheries Operatives];
- (iii) to test the commercial possibilities of deep sea fishing and making available the requisite data and information to those concerned so as to help and guide the expansion of the fishing industry.

1.3. During the Second Five Year Plan period, three more stations were started at Cochin, Tuticorin and Visakhapatnam. During the Third Plan, two new stations were also started at Mangalore and Veraval.

1.4. Asked to what extent the objectives of the Deep Sea Fishing Organisation have been fulfilled the Ministry have started in a written note as follows:

- (a) The main objective has been to chart fishing grounds and obtain an idea of the quantity and variety of fish available together with seasonal fluctuations of the occurrence. The following table will indicate the area allotted for survey and the area covered:

Base	Area available 10—40 fathoms in sq. miles	Area surveyed by sampling
Cochin	7,560	1,647
Vizag	5,780	3,312
Bombay	14,840	6,272
Tuticorin	8,400	2,200
Mangalore	9,240	367
Veraval	28,000	5,756

Based on last three years data, an idea of the quantity of fish that can be expected in the off-shore area 10—40 fathoms is given below in the following table:

	Exploitable stock per sq. mile in tonnes	Total quantity of fishable stock	Quantity of prawns in tonnes
	1	2	3
Visakhapatnam	5.20	26,939	1,088
Tuticorin	9.9	83,496	7,644
Cochin	4.89	36,969	6,880
Mangalore	5.32	49,157	5,544
Bombay	8.77	1,30,147	5,194
Veraval	9.60	2,68,800	8,680
All bases	7.04	5,95,505	35,030

(The above figures are subject to change when more survey data are available and sampling has covered all the grounds).

- (b) Determination of type of fish and examination of fish-data is analysed by Central Marine Fisheries Research Institute.
- (c) To study the efficiency of the different type of vessels in Indian waters: This has been done with respect to the types of vessels which are already operating with the Organisation and it has been possible to evolve a suitable type of 50—60 ft. boat for efficient shrimp trawling. Following table gives the relative fishing efficiency of different horsepowers:

Catch per hour/per H.P.

200—250 H.P.	100—160 H.P.	40—50 H.P.
0.75	1.34	1.96

- (d) To operate different types of fishing gear for bottom and midwater fish. But trawling have been tried extensively and experiments have been made on gill-netting, purse-seining and tuna long line fishing. These experiments are continuing. It has been possible to evolve improved gear for shrimp and small boat fish trawl.

(ii) The major handicap experienced by the department in the earlier stages of its inception is in regard to trained technical personnel to man the mechanised fishing vessels. To overcome this difficulty the Government of India deputed 7 ex-naval ratings to six months theoretical training in the Nautical College, Grimsby, U.K. and on their return to India they were put on a two-year practical training on board the departmental vessels under the charge of Foreign Skippers, Mates and Engineers. This batch of 7 trainees formed the nucleus of technical personnel to man the vessels of department. A scheme of both practical and theoretical training was started on board the vessels, with a batch of 8 candidates recruited in 1951-52 on a four year stipendiary training. Simultaneously with the introduction of this scheme, the Ministry of Transport and Shipping was persuaded to introduce a system of examination for IInd Hand (Fishing) and Skippers. The syllabus for the examination was finalised in consultation with this department and the first batch of trainees passed their examination with this department and the first batch of trainees passed their examinations in 1954-55 duly qualifying themselves to man the vessels for efficient mechanised fishing vessels thus paving the way for complete India-isation of deck personnel.

The Organisation (in four batches each lasting 4 years training) was able to turnout 64 qualified and efficient officers to man mechanised vessels upto 1962-63, a number of whom were given to the commercial fishery industry and various State Governments. The programme of this training was transferred to the Central Institute of Fisheries Operatives in the Government of India in 1964. The trainees recruited by the Central Institute of Fisheries Operatives continue to have their practical training on board the vessels of the organisation.

(iii) *Assistance to industries.*—While the Deep Sea Fishing Organisation is mainly concerned with resources exploitation, it has helped private industry to have an idea of the fishing operations. Vessels of this organisation were utilised by Messrs. Van Camps and other collaborators to obtain a first hand idea of the sea conditions in our waters.

Due assistance has also been rendered to various State Fisheries Departments and Private trawler-owners in workshops by providing them with the technical know-how for devising fisheries requisites, designing proto-types of useful equipment and digging up their craft.

Several fisheries requisites designed or modified by the Deep Sea Fishing Organisation in the context of the available data are now in wide-spread use, their advantage and efficiency having been proved by the results achieved.

Designs/blue prints of suitable fishing gear, fisheries requisites and fishing vessels are unreservedly being offered to all those interested in the development of fishing industry in India.

For the benefit of the fishing industry, demonstration are occasionally undertaken on board the fishing vessels. Similar trips are also arranged for the benefit of educational institutions interested in the work.

Several requests are being received from various centres in India seeking guidance in the manning of fishing vessels, provision of safety equipment on board, suitable pay scales for floating staff, technical know-how about Marine Equipment etc. and every effort is made to extend the assistance sought.

1.5. Explaining the working of the Deep Sea Fishing Organisation, the representative of the Ministry has stated during evidence as follows:

“On the basis of the general information that is obtained from Central Marine Fisheries Research Institute, the Deep Sea

Fishing Stations conduct localised investigations as to actually how much fish can be caught, in what period of time and by what types of vessels and what type of net. If the results are found to be commercially feasible, then the results are tabulated and passed on to the industry. For the deeper waters, these are made into project reports, giving the economics."

1.6. Explaining the difference in the work of the Deep Sea Fishing Organisation and that of the Central Institute of Fisheries Technology, the representative of the Ministry has stated during evidence: "The Central Institute of Fisheries Technology has concentrated on the gear for smaller vessels. The Deep Sea Fishing Organisation works on the gear for bigger vessels." Asked whether the functions of the two institutions have been clearly demarcated, the representative of the Ministry has stated during evidence that with the transfer of the Central Institute of Fisheries Technology to the Indian Council of Agricultural Research, the Craft Section has come to the Deep Sea Fishing Station and there will be one coordinated programme.

1.7. The Committee note that of the three great Oceans of the world, the Indian Ocean is the least exploited one, the exploitation amounting to only about 2 million tonnes per annum. They realise the great potentiality of the Indian Ocean and they will attribute its low exploitation to lack of precise knowledge regarding the exploitable fisheries and the low fishing effort. In the opinion of the Committee, although there is scope for intensifying exploitation in the in-shore belt, the main prospect will be in the exploitation of the off-shore and deep-sea resources, which are not being exploited at all at present. The Committee would like the Deep Sea Fishing Organisation to prepare a comprehensive scheme for effective exploitation of the deep sea fisheries for the period ending 1970-71 and plan the strategy for its execution in such a manner that quick results are achieved in the minimum possible time.

1.8. The Committee would suggest that close liaison and coordination should be maintained with the Central Marine Fisheries Research Institute, which provides the basis for work to the Deep Sea Fishing Organisation, and Central Institute of Fisheries Technology, whose functions in certain spheres appear to be on lines similar to those of the Deep Sea Fishing Organisation. The Committee would also stress the desirability of fostering close relations with other institutes set up by Central and various State Governments. Close coordination has also to be maintained with the industry, which will ultimately use the results achieved by the Deep Sea Fishing Organisation for

B. Exploration

1.9. As has already been stated, the main objective of the Deep Sea Fishing Organisation has been to chart fishing grounds and obtain an idea of the quantity and variety of fish available together with seasonal fluctuations of the occurrence. The following table will indicate the area allotted for survey, fish available in tonnes (10—40 fathoms) and the area surveyed:

Base	Area allotted for survey (Sq. Miles)	Fish available in tonnes (10—40 fathoms)	Area surveyed (Sq. Miles)
Visakhapatnam	5,780	26,936	3,312
Tuticorin	8,400	84,496	2,200
Cochin	7,560	36,969	1,647
Mangalore	9,240	49,157	367
Bombay	14,840	1,30,147	6,272
Veraval	28,000	2,68,800	5,745
TOTAL	73,820	5,95,505	19,543

1.10. The findings of the surveys conducted are given in the table below:

Base	Fishing House	Catch in kgs.	%age of shrimps	Average catch per hour
Visakhapatnam	5,166	5,07,631	4.07	98.3
Tuticorin	1,728	3,06,103	9.15	177.1
Cochin	4,371	4,33,260	18.63	99.1
Mangalore	1,113	15,08,073	11.23	135.6
Bombay	6,062	11,63,073	3.97	191.9
Veraval	2,186	3,76,676	3.22	172.3
TOTAL	20,626	29,27,618	6.93	142.4

1.11. Explaining the reasons for low progress made in this behalf, the representative of the Ministry has stated during evidence as follows:—

“The task before the Deep Sea Fishing Station was to survey the continental shelf and also survey the deep sea, i.e. the whole of the Indian Ocean which can be fished from the Indian coast. Taking into account the machinery available, the Central Marine Fisheries Research Institute divided the coastal zone into 100 square miles plots. Deep Sea Fishing Station was given a statistical programme of random sampling the plots. Targets year to year could not be laid down because the position about the vessels was rather unsatisfactory from the very beginning. As the work continued the coverage programmes were revised every six months and fresh programmes indicated to the Deep Sea Fishing Station. On that basis, we have been able to survey about 25 per cent of the area. This has given the idea that we can take out 6 lakh tonnes of fish commercially from 10 to 40 fathom line.”

1.12. Asked whether there is any proposal to conduct surveys beyond 40 fathoms, it has been stated in a written note submitted to the Committee that two vessels of 106' length have been sanctioned to survey beyond 40 fathoms and up to 80 fathom. These will have sufficient horse power available for trawling at these depths. One vessel of 160' has been sanctioned to trawl in the deepest trawl grounds available viz., 80 fathom to beyond continental shelf of 100 fathoms. In addition, this vessel can survey high seas mid-water fish resources. The survey programme will be a coordinated one with surveys on fishing and oceanographical conditions pertaining to occurrence of fish.

1.13. The Committee have been further informed during evidence that. “Shallow waters are now being exploited on the basis of whatever data we have given about prawns and so on. The medium level is also being exploited. It is done only by one company, the New India, which is working from the West Coast. We are now trying to induce other entrepreneurs to buy boats and get into the market. We are now trying to make it possible for them to obtain money—either on deferred payment or hire purchase.”

1.14. The Committee desired to know whether it would not be desirable to invest more on shallow water fishing rather than on the off-shore fishing and deep sea fishing which necessarily involves

larger financial outlay and foreign assistance. The representative of the Ministry has stated in reply that, "I would submit that it will be taking a defeatist attitude to think that exploration of 10 to 40 fathoms will not be in national interest. The results of the surveys have shown that there is fish available which can be caught and can be marketed usefully, and there is also an export angle in this. The fisheries project is one thing where any foreign exchange that is invested in any programme will get back the return within a couple of years in the foreign exchange earned by the extra catches."

1.15. The Committee have been further informed that the deep sea area is practically unexplored and unexploited by Indian nationals. However, some areas of the deep-sea are exploited by large fishing vessels from other countries. Several species of tuna, seer, bill fishes, etc. are being caught by them.

1.16. Asked whether any steps have been taken to chart the fishing grounds on the west Bengal sea coast, the representative of the Ministry stated that, "We had several cruises organised by the Superintending Engineer. We used to get the results from *Kalyanis* (fishing vessels) when they were in the Bay of Bengal. Today this exploration is continuing from Visakhapatnam as a base as it is very expensive for us to undertake this work from Calcutta. It is a long distance to cover from sea mouth. On the basis of these results, we will be able to draw up a report on the Sunderbans." The representative of the Ministry has further stated that, "Considering the type of survey, we do, by operating from Visakhapatnam we cannot only cover parts of Andhra Pradesh and Orissa but we can also cover the Bay of Bengal, whereas if we bottle up a vessel in Calcutta, we will have to pay very heavy charges each time the vessel comes out of the port and, I believe, we lose more than 24 hours in going in and coming out."

In reply to a question, it has further been stated by the representative of the Ministry during evidence that, "Because this area (West Bengal) needed priority, the Government of West Bengal first used to have five vessels for deep sea fishing on a commercial basis. I suggested a survey first before a commercial operation was taken up. Instead of doing that, five vessels were purchased of the same type with inadequate horse power. The landings were not quite satisfactory. Finally, the Government of West Bengal gave up the scheme and we took over three vessels for our exploratory purposes. So, we have to go through the process of a pilot scheme before we take up a commercial scheme in the area because these vessels are very costly to run and very costly to maintain. However,

there is one snag in deep sea fishing. India does not have suitable technicians as yet to do deep sea fishing. We have to depend on some type of foreign collaboration. Even the World Bank assistance have realised that we need suitable technicians in this line and they have said that we should get some foreign assistance."

1.17. The Committee have been further informed that the pilot project for developing the fisheries in West Bengal would depend on how soon the assistance from Canada is received. The representative of the Ministry has stated, "We are trying to negotiate with Canadians in this foreign aid programme which will be a fairly long-term aid programme. But we are certainly committed to take up this pilot project as quickly as possible because we are ourselves interested in increasing the fish supply to West Bengal market. We will try to expedite it on a priority basis. We will also examine taking up this project independently so that in case the aid does not come, it will not be held up."

1.18. In a written note furnished to the Committee in this connection, it has been stated that the pilot project for development of fisheries in West Bengal consists of three parts—(a) Reclamation of brackish water swamps into fish farms; (b) Fishing in the Sunderbans estuary; and (c) Deep Sea fishing in Bay of Bengal. For Deep sea fishing, three large vessels 100'—120' are to operate on different types of fishing. The project report is under consideration of the Canadian Government for assistance. Meanwhile steps are being taken to start pre-investment survey of swamps and a joint team has been set up with Government of India and Government of West Bengal to look into the operation of the programme.

1.19. The Committee are unhappy to note that it has been possible for the Deep Sea Fishing Organisation to survey an area of 19,543 sq. miles only out of the total area of 73,820 sq. miles within the off-shore belt (10 to 40 fathoms) allotted for the purpose since the inception of the Organisation in 1946. As the programmes for survey are drawn up and revised every six months on the basis of availability of resources, the Committee feel that either the targets of survey set down for each station were unrealistic, or the Organisation have failed to achieve its basic objective, namely, charting of new fishing grounds. The Committee have no doubt that had the Deep Sea Fishing Organisation achieved this important objective, the production of fish would have been much more than what it is at present. The Committee would stress that the working of the Deep Sea Fishing Organisation should be geared up in such a manner that each Station is made responsible for conducting survey work in a specified area

during a specified period. It should be the responsibility of the Stations to fulfil the targets within the stipulated period. The reasons for shortfall, if any, in the achievement of the targets should be thoroughly examined and proper remedial steps taken by the Ministry.

1.20. In this context, the Committee note that while vessels from foreign countries are exploiting large fishing areas in the Indian ocean, such areas are practically unexplored and unexploited by Indian nationals. The Committee hope that as and when larger vessels are made available to the Organisation, exploratory fishing would be conducted in the deep sea belt also.

1.21. The Committee are unhappy to note the way in which the development of fisheries in the Bay of Bengal has been handled. It appears that initially no proper survey was made about the fisheries in the Bay of Bengal and the deep sea fishing operations undertaken by the Government of West Bengal on a commercial scale were unproductive. The Committee note that the Ministry have now drawn up a pilot project for the development of fisheries in West Bengal with Canadian assistance. The project report, *inter-alia* includes deep sea fishing in the Bay of Bengal with the help of three large vessels of 100ft. to 120ft. They also note that the project report is under consideration of the Canadian Government. The Committee would like the Ministry to complete the pre-investment survey expeditiously so that activation of the project may not be delayed. The Committee would also like the Ministry to examine whether they could take up the work independently in case there is difficulty or uncertainty about the Canadian assistance.

C. Programmes of Work

1.22. It has been stated that the programmes of work of the Deep Sea Fishing Station, Bombay and its various Sub-stations are drawn up every quarter by the Central Marine Fisheries Research Institute, within the programmes of investigations approved by the Fisheries Research Committee.

1.23. It has been further stated that the supervision of the different Sub-stations is being carried out by the Superintending Engineer as Head of Department in regard to their efficient operations in general. Periodical inspection visits are undertaken and advice in regard to procurement of equipments is given by the Superintending Engineer. The Deputy Director/Assistant Directors of the Sub-stations exercise powers as Heads of Office in regard to the regular working of the sub-stations wherever necessary.

1.24. Asked whether there is any Programme Advisory Committee to advise the Deep Sea Fishing Station in so far as the formulation of its programmes is concerned, it has been stated in a written note submitted to the Committee that advisory committees were formed by the Government for the Deep Sea Fishing Station, Bombay and other Sub-stations for better co-ordination with the other departments. The working of this Organisation was discussed by the different advisory committees and the recommendations of the committees were taken the consideration for the implementation as far as possible. These advisory committees were dissolved by the Government of India sometime during 1965.

1.25. Now that the Central Marine Fisheries Research Institute has gone under the control of the Indian Council of Agricultural Research, the Committee would like the Ministry to ensure that the co-ordination between the Deep Sea Fishing Organisation and the Central Marine Fisheries Research Institute is not in any way disrupted. They hope that the research programmes of the Deep Sea Fishing Organisation will continue to be drawn by the said Institute in consultation with the Fisheries Research Committee. The Committee would also like to emphasise the necessity of completion of the research programmes within the stipulated time and maintenance of close coordination and liaison with the various Sub-stations.

CHAPTER II

FISHING VESSELS

A. Fishing Fleet

2.1. The strength of the fishing fleet available with Deep Sea Fishing Organisation during each of the three Plan periods may be seen at Appendix I. The sources of supply of these vessels may be seen at Appendix II. The following vessels were received from T.C.M.

(i) M.F.V. Bangada	(at present with Central Institute of Fisheries Operatives.)
(ii) M.F.V. Jheenga	
(iii) M.F.V. Sagarkanti	(Condemned and disposed)
(iv) M.F.V. Sagarpravasi	
(v) M.F.V. Sagarsundari	
(vi) M.F.V. Sagarkumari	
(vii) M. V. Tarpon	} (at present with Central Institute of Fisheries Operatives)
(viii) M.V. Samudra	
(ix) M.F.V. Sardinella	} Condemned and disposed during 1965.
(x) M.V. Gudjon	
(xi) M.V. Meenakshi	} Condemned and disposed during 1967.
(xii) M.V. Sea Horse	
(xiii) M.L. Sagarvihari	} Condemned and disposed during 1965.
(xiv) M.F.V. Meenalochani	
(xv) M.T. Kalyani-III	} Taken over from Govt. of West Bengal during 1964.
(xvi) M.T. Kalyani-IV	
(xvii) M.T. Kalyani-V	
(xviii) M.L. Durga	
(xix) M.L. Meera	
(xx) Flying fish	

The vessels at Sl. No. (iii) to (xvii) has been initially received by various maritime States in India but were transferred to the Deep Sea Fishing Organisation in 1957. Necessary assistance in the form of equipment, accessories, fishing gear, services of techni-

cians, etc. also had been received from T.C.M. The vessel Dan-Boat-II was received from F.A.O.

Under Colombo Plan and F.A.O., fishing experts have been assigned to the Deep Sea Fishing Organisation on several occasions. However, no direct assistance has been provided by the Indo-Norwegian Project.

2.2. The strength of the fishing fleet (Station-wise) has been stated to be as under:—

Name of the Station	Name of the vessels attached
1. Deep sea Fishing Station, Bombay.	(i) M.T. Kalyani-IV (ii) M.T. Kalyani-V (iii) M.V. Sagar Pravasi (Proposed to be decommissioned) (iv) M.F.V. Sagarkumari (Proposed to be decommissioned in 1968).
2. Offshore Fishing Station, Cochin	(i) M.F.V. Pratap (ii) M.F.V. Flying Fish (iii) M.L. Durga
3. Offshore Fishing Station, Tuticorin.	(i) M.F.V. Jheenga (ii) M.F.V. Meenabharati (iii) M.F.V. Sagarsundari (Proposed to be decommissioned in 1968).
4. Offshore Fishing Station, Visakhapatnam.	(i) M.T. Ashok (ii) M.F.V. Champa (iii) Dan Boat-II (Proposed to be decommissioned).

Total No. of Fishing Vessels-13

2.3. It has been stated that during the year 1964-65, there were 24 fishing vessels of varying sizes and horse powers available with the Deep Sea Fishing Organisation. Out of these 24 vessels, on a reappraisal of their utility *vis-a-vis* their capacity to conduct exploratory work, the Superintending Engineer recommended scrapping of four vessels. During 1965-66, the exploratory fishing vessels were conducted with a fleet of 19 fishing vessels as against the 24 fishing vessels in 1964-65, while in 1966-67, the fishing operations were conducted with a fleet of 15 fishing vessels. The four vessels were decommissioned and recommended for scraping. Two of these vessels have recently been transferred to the Central Institute of Fisheries Technology. So only 13 vessels have been left at the disposal of the Deep Sea Fishing Organisation.

2.4. Asked whether the fishing vessels available with the Deep Sea Fishing Organisation were adequate, it has been stated in a written note submitted to the Committee that the existing fleet of 13 vessels does not meet the requirements of the Organisation. Besides seven of these vessels are wooden vessels and they would not be able to operate much longer and they will have to be decommissioned within the next 10 months or so.

2.5. In this connection, an expert on fisheries in his memorandum to the Committee has stated as follows:—

“For the proper exploitation of high sea fisheries, large fishing boats are necessary and trawler, clipper and mothercraft type boats will be necessary and this should be strongly encouraged. The exploratory fishing operations started and continued by the Government of India—Deep Sea Fishing Station at Bombay was aimed towards this objective and the work it has done has to a considerable extent helped the development of commercial fishing in Bombay. Parallel developments in the private sector have not kept pace with the extent of work of the Deep Sea Fishing Station. To a large extent the work of the Deep Sea Fishing Station has been declining during the past few years and it has been particularly so during the Third Plan period. The reason is that not a single new vessel was added to the Government of India Fleet of Vessels while a few were condemned as unfit. Even good offers of constructing vessels indigenously were not accepted by Government and the Government has not been able to act with speed in the matter of helping the growth of commercial fishing fleets. The exploratory fishing activity which these vessels of the Organisation are doing in Bombay, Cochin, etc, are now next to nothing because most of the vessels are doing a single day or two day fishing, engaging themselves in working areas near the Ports which are too well-known and bringing catches which are disappointingly small as compared with commercial vessels.”

2.6. Asked whether there is any proposal to augment the strength of the fishing fleet during the Fourth Plan period, it has been stated in a written note submitted to the Committee that it has been decided in consultation with the Ministry of Finance to procure nine additional fishing vessels and to procure ten 57' vessels in replace-

ment of already condemned vessels. A proposal to procure 8 more vessels of 57' size in replacement of vessels likely to be condemned shortly is under consideration. Recently an expenditure sanction of Rs. 234.50 lakhs has been accorded for the procurement of nine new trawlers of the following types during the Fourth Plan period:

Source				Estimated	
				Cost	Foreign Exchange
57 ft.	.	4 vessels	Indigenous	36.00	2.5
73 ft.	.	2 „	Do.	20.00	20.00
105 ft.	.	2 „	1 from France and another from GOR	60.00	60.00
160 ft.	.	1 vessel	..	Rs. 100.00	100.00

In addition, 18 vessels of 57' size are to be procured in replacement of vessels condemned or to be condemned. The estimated cost of these vessels is Rs. 162.00 lakhs. These will be got fabricated in India. The foreign exchange involved will be Rs. 11.25 lakhs.

2.7. The Committee are constrained to note that the strength of the fishing fleet at the disposal of the Deep Sea Fishing Organisation has been dwindling from year to year. They are all the more unhappy to observe that the Government seem to have taken no steps to keep up this strength even when they were aware that this strength in itself was considered to be inadequate. The Deep Sea Fishing Organisation cannot be expected to carry out the exploratory work, which is its main objective, smoothly and efficiently without adequate fishing fleet. This may be one of the reasons why the Deep Sea Fishing Organisation is far behind the targets laid down for exploration. The Committee would like the Government to take energetic steps to acquire the necessary fishing vessels as early as possible, the expenditure for which has now been sanctioned. In this connection, the Committee would also like to draw the attention of the Government to the recommendation contained in para 3.29 of their Thirty-Sixth Report (Fourth Lok Sabha) on the Ministry of Food, Agriculture, Community Development and Cooperation (Department of Agriculture)—Central Marine Fisheries Research Institute, Mandapam Camp.

2.8. The Committee would also like the Ministry to investigate whether it is correct that the exploratory fishing activity of the vessels of the Organisation is confined to areas which are too well-

known, as has been alleged in the Memorandum furnished to the Committee reproduced at para 2.5 of the Report.

B. Boat Building Programme

2.9. In a written note submitted to the Committee it has been stated that the number and type of vessels to be obtained for different Central schemes during the Fourth Five-Year Plan are as listed below:—

	Type	No.	Approx. cost (Lakh Rs.)
1. Exploratory Fishing (D.S.F.S.)	160'	1	100.00-indigenous
	105'	2	60.00-GDR and France.
	57'	4	30.00-indigenous
	73'	2	20.00 do.
Replacement	57'	18	162.00 do.
2. Training, C.I.F.O. Swedish Gift.	90'	2	44.00 Sweden
	57'	2	18.00-indigenous
3. Training, C.I.F.E.	90'	1	30.00 ..
4. Research, C.M.F.R.I.	90'	1	30.00 ..
			500.00

2.10. It is at present proposed to build all the vessels in the country barring the two 105' vessels and the Swedish gift vessels of 90' length. The 105' vessels are intended to be imported from France and G.D.R. in order to provide prototypes of the trawlers with a refrigerated hold and frozen hold. This is intended to facilitate future manufacture of such vessels in the country. The gift vessels for the Central Institute of Fisheries Operatives are covered under Swedish Aid Agreement of June, 1966 and it is expected that they would be available by September, 1968.

For 160' exploratory vessel, detailed specifications and general arrangement drawings have been prepared and the D.G.S. & D. will be asked to invite tenders in India for getting the detailed design for procurement of the vessel. Similar action to finalise the specifications and general arrangement drawing for the 73' combination vessels is being taken up.

In respect of 57' trawlers indent is being placed on the D.G.S. & D. for procurement of vessels through the two consortia headed by M/s M zagon Docks Ltd. and M/s Garden Reach Workshops Ltd.

The engines to be fitted to 57' trawlers will be available in India and it has been decided that *Nirloskar/MAN* engines will be used. The engine for 160' trawler should be of 1400 H.P. and will have to be imported. The engines that will be required for 73' and 90' vessels will also be imported.

2.11. Asked about the details of the offers received from indigenous sources for the manufacture of different types of vessels and action taken thereon, the Ministry in a written note have furnished details of the negotiations undertaken by them in 1961 and in 1964—67 for the acquisition of (i) 73' vessel and (ii) 55' Jheenga type vessels. The details are given below—

(i) *Acquisition of 73' vessel*

Earlier in 1961, offers had been received from some Indian Shipbuilders in reply to the enquiries for a specific type of fishing vessel (Fair Isle class 73') and the quotation of M/s. Mazagon Dock Ltd., Bombay for the construction of a fleet of 9 vessels as per the details shown below, had been considered:

Dimensions

Length	.	.	O.A.	73'-0"
Length	.	.	B.P.	64'-6"
Breadth	.	.	Mild	19'-6"
Depth	.	.	Mild	10'-9"

Rs. 7.63 lakhs for first trawler.

Rs. 14.46 lakhs for next two trawlers.

Rs. 42.50 lakhs for subsequent six trawlers
(7.083 lakhs each)

Delivery:

Ist trawler in approximately 12/14 months.

IIInd trawler in approximately 4 months thereafter.

IIIrd and subsequent trawlers at an interval of 3-4 months after completion of IIInd trawler.

The indent for one 73 ft. vessel was placed on D.G.S. & D. on 27.2.61 and the order was placed on 16.6.1962 on M/s. Mazagon Docks by D.G.S. & D at a cost of Rs. 7.63 lakhs and the vessel was to be delivered by 31.12.1963. The vessel was actually delivered in July, 1965. At that time quotations had been received from the following firms:—

- (1) M/s. Garden Reach Workshops, Ltd., Calcutta.
- (2) M/s. Afco Ltd., Bombay.
- (3) M/s. Mazagon Dock Ltd., Bombay.

(4) M/s. The Hooghly Docking Engineering Co. Ltd., Howrah.

(ii) Acquisition of Jheenga type vessels

On 18.11.1964, 16 Indian firms were requested to give an idea of the price of the 55' Jheenga type vessel, foreign exchange required and the period of delivery. Only the following five firms quoted (1) Shalimar Works Ltd., Calcutta; (2) M/s. Malabar Sea Food Processing & Multipurpose Cooperative Society, Cochin (3) Shri K. M. Padhmanabham, Cochin; (4) Calcutta Steam Navigation Co., Howrah; and (5) Garden Reach Workshop, Calcutta. The 16 firms addressed had been indicated by the D.G.T.D. and the quotations were sent to him. The D.G.T.D. after considering these offers was satisfied that it was not possible to place orders on these firms and agreed to the import of 25 trawlers. Quotations received by the Ministry had also been sent to all maritime State Governments and Union Territories on 13.12.65 but it was not possible for them also to place orders either departmentally or by Commercial fisheries enterprises in the State.

It has been further stated that in those circumstances at an inter-departmental meeting held in April, 1966, it was agreed that 25 vessels would be obtained against Swedish Credit and another 25 vessels would be obtained from Indian Boat Yards in order to meet the immediate demand for fishing trawlers for the Deep Sea Fishing Organisation and the State Governments. The Swedish Credit Agreement was signed on 29.6.1966 for the import of 57 feet trawlers at a total cost of Rs. 168.57 lakhs. While the visiting Swedish teams were finalising the design for the Swedish trawlers and examining the possibility of utilisation of the trawlers immediately they were received in the country, there were persistent representations from the Indian Boat Yards against import of trawlers which according to them would be built in the country. After a number of meetings during the latter part of 1966 and the beginning of 1967, it was ultimately decided that all trawlers of 57' immediately required would be obtained from the indigenous builders. In June, 1967, the Ministry of Defence Production who are controlling Mazagon Docks and the Garden Reach Workshops suggested that they would be able to undertake construction of 40 trawlers immediately if orders are placed on the Garden Reach Workshops and the consortium headed by M/s Mazagon Docks Limited on the basis of the design prepared by them. The design was handed over for examination. During the month of June, 1967 the design was examined in detail in the Central Institute of Fisheries Technology by the Naval Architect and by the Deep Sea Fishing Organisation after which he went to Bombay for discussion with the Mazagon Docks Limited. In August, 1967, it was decided that all the boats would be built in the country and in an

inter-departmental meeting, it was decided that a Technical Committee would go into the question of finalising the design to suit the requirements of the fishing industry and the Deep Sea Fishing Organisation for the various tasks that will be undertaken. On 19.8.1967, in an inter-departmental meeting, the representative of the D. G. S. & D. indicated that it would not be possible for them to deviate from the normal purchase procedure and negotiate with the consortia as suggested by the Secretary, Defence Production. The matter was taken up during September, 1967 with the Department of Supply who were requested particularly to negotiate and purchase through the two consortia, one in the east coast and one in the west coast to be set up for the purpose. Committee of Economic Secretaries, in the meantime, decided that orders should be placed on the Department of Defence Production without delay. Department of Supply indicated in October, 1967 that purchase through the D. G. S. & D. would involve delay since the normal procedure would have to be followed and it would be difficult for them to place orders on the consortia direct. In view of the opinion of the Department of Supply, Cabinet Secretary was requested to get clarification from the Committee of Economic Secretaries if orders could be placed through the D. G. S. & D. on the two consortia at rates to be decided by negotiations. On 14.11.1967, the Department of Defence Production informed that the consortia had not been legally constituted and that negotiations would have to be made with the leaders of the groups of firms viz. M/s. Garden Reach Workshops and M/s. Mazagon Docks Ltd., and that contracts would have to be concluded with individual firms in the east coast and with the Mazagon Docks in the West Coast. On 21.11.1967, Secretary (Revenue and Expenditure), Ministry of Finance informed that Department of Supply had agreed that the D. G. S. & D. would procure trawlers and would negotiate with the leaders of the consortia, if approved by the Government. Accordingly, arrangements are being made to place indent on the D. G. & S. D. for the procurement of shrimp trawlers of 57' length.

2.12. The Committee have been informed during evidence that, "..... a decision was taken to find foreign exchange for 25 of these boats from the Swedish aid. But since then we had another look at it and those two consortia were then informed. There is a Western consortium and an Eastern consortium and we expect the 57 footer vessels to be manufactured between these two consortia. The question is one of negotiation of price. We are asking for powers to negotiate..... We are asking for the D. G. S. & D. to take powers to negotiate this contract." The representative of the Ministry has further stated that these powers were meant to avoid them from quoting arbitrary figures. Explaining further he has

stated that, "This (manufacture of the vessels) will be the first thing of its kind; they themselves do not know the limitations. So, it will have to be a cooperative effort at assessing what a fair price would be."

2.13. Asked whether the powers are not inherent in the D. G. S. & D. to negotiate, the representative of the Ministry has stated during evidence that, "They can do it, but in this case they want special orders. So, we have put it before the Secretaries Committee to get them the powers and we hope to clear it in a short time."

2.14. Asked what are the steps proposed to be taken in case the negotiations with the Consortia fail, it has been stated in a written note submitted to the Committee that this question has not been specifically considered but if this happens, it may be necessary to make assessments of capacity of the yards and call for tenders. The contract will include penalty, clause for violation of any items in supply, delivery and cost of the vessels.

2.15. The Committee note the number of fishing vessels proposed to be acquired during the period ending 1970-71 for fisheries development in the country. They are, however, constrained to observe that not a single fishing vessel has been acquired so far since 1966-67. They are also unhappy to note that there has been an inordinate delay in deciding whether the vessels should be imported or manufactured indigenously. They deplore the complacency shown by the Ministry as well as D. G. S. & D. in the matter so much so that they have not yet taken necessary powers to negotiate with the consortia about the production of fishing vessels in India. The necessity of executing such important projects with a sense of urgency and seriousness needs no emphasis. In the circumstances the Committee would like the Ministry to take effective and immediate steps to finalise the whole question without further delay. They would also like the Ministry to consider in advance the necessary steps that should be taken in case negotiations with the consortia fail, as in such an eventuality there is likelihood of further delay which will adversely affect the development programme.

C. Chartering of Vessels

2.16. It has been stated that it was proposed to charter two trawlers of special design from U.S.S.R. for examining their suitability in Indian waters as well as for the training of skippers, engineers and other operatives. In December, 1966, an agreement was entered into between Government of India and the U.S.S.R. for 300 million roubles

credit and the agreement provided for development of Deep Sea fishing. It is estimated that about 8 to 10 million roubles would be available for development of Deep Sea Fisheries. The steps which Government have proposed to take in pursuance of the Agreement for Cooperation in the field of fisheries are as follows:—

- (i) Charter of two Russian fishing vessels for demonstration and training.
- (ii) If the demonstration proves satisfactory, it is proposed to be followed by the establishment of a training centre in India with the assistance of the U.S.S.R., and
- (iii) on the basis of the experience obtained from the operation of the two fishing vessels in the first phase, vessels may be purchased from the U.S.S.R.

With the visit of the Soviet Minister of Fisheries in August, 1967, some of the controversial points in respect of number of fishing vessels to be deployed for operation from various ports in the country and the facilities to be provided to the Soviet ships have been resolved. The Soviet Minister, however, wanted a general agreement on assistance and cooperation to be signed first and the details of the facilities required by the Soviet authorities for their fishing vessels, are being examined in consultation with different Ministries of the Government of India before the matter is placed before the Cabinet for approval.

2.17. The Committee have been informed during evidence that, "The previous Food and Agriculture Minister had discussed this matter in the U.S.S.R. during his visit, and the general idea was that we would, as soon as we could enter into an agreement with the U.S.S.R., obtain the vessels on charter from them. These two vessels, we thought, would be specifically suitable. The Joint Commissioner (Fisheries), Ministry of Food, Agriculture, Community Development and Cooperation (Department of Agriculture) had been to the U.S.S.R.; he had a look at the vessels and it was finally thought that these vessels which were available would be most suitable to be tried out." Asked about the rates, the representative of the Ministry has stated that, "They were not fixed at the discussion. We had decided the type of the vessel suitable and the rates would have been fixed following the agreement with the U.S.S.R. We had got an agreement approved by the Cabinet. We have forwarded it to the Government of U.S.S.R. They had some difficulty apparently because they took more than a year to finalise the form of agreement. A specific agreement on fisheries has not been entered into as yet, between the Government of India and the U.S.S.R. There are several other matters

also which come into the scope of the agreement and which are under discussion."

2.18. The Committee have been further informed during evidence that, ".....from the beginning, the U.S.S.R. has been trying to get harbour facilities for their fleet working in our water. From the beginning we have been contesting that....."

2.19. Asked about present position in regard to the chartering of vessels, the representative of the Ministry has stated during evidence that, "Charter generally appears to be not feasible. That is why we are going all out for these vessels as quickly as possible and I might say that with the various steps that we are taking now, we are hoping that we will be able to push this thing through in the next couple of months."

2.20. Asked whether the U.S.S.R. put the conditions regarding harbour facilities to be given to their ships at the first time when the proposal of chartering their ships was considered, the representative of the Ministry has stated during evidence that, "They have changed their stand and put in some new clauses."

2.21. In reply to a question, it has been stated that there has been no occasion to negotiate with Japan for chartering of vessels. In fact, the chartering of foreign vessels is not encouraged since the charterage comprises 30 per cent to 40 per cent of the capital cost of the trawlers chartered. From the foreign exchange point of view, therefore, it is not desirable to charter trawlers for fishing purposes.

2.22. The Committee feel that chartering of foreign fishing vessels should not be encouraged as a rule because the cost of charter, which works out to about 30 per cent to 40 per cent of the cost of the vessel (trawler), appears to be prohibitive. They suggest that instead of chartering the vessels, efforts should be made to purchase the vessels outright.

2.23. The Committee also feel that the proposal to charter the vessels from the U.S.S.R. merits close and careful consideration. In the opinion of the Committee, harbour and shore facilities in the Indian ports should not be given normally to any of the foreign fishing vessels. Giving of harbour and shore facilities to foreign fishing vessels will further accentuate the difficulties being experienced by the Indian vessels due to inadequacy of such facilities and will be detrimental to interests of Indian Fishing Industry and the country. Adequate safeguards have also to be taken to ensure that this does not affect the development of Indian fisheries particularly fish catches in deep sea in any manner. The Committee would expect the Gov-

ernment to examine such proposals in all details keeping a special watch over the interests of the country, before coming to any conclusions in the matter.

D. Working of the Deep Sea Fishing Organisation Vessels

2.24. The Committee desired to have a detailed note on the three vessels—Kalyani III, IV and V—which are operating for the Deep Sea Fishing Organisation. In reply, details as enumerated in the succeeding paragraphs have been furnished by the Ministry.

2.25. The vessels Kalyani-III, IV and V were taken over from the Government of East Bengal during 1964. The vessels were originally received under T.C.M. Aid by the West Bengal Government in the year 1953. The vessels have operated with the Organisation since the date of taking over to-date except for the vessel Kalyani-III which operated until July, 1965. The details of expenditure so far incurred on these three vessels have been stated to be as follows:—

	Rs.
Kalyani-III	27,513
Kalyani-IV	22,557·36
Kalyani-V	32,237·72

(An estimated repair cost of Rs. 5,40,000 is being paid in respect of the installation of T.C.M. Trawl, winch, auxiliary engines, modification and allied works carried out during the year 1966-67). The expected life of these vessels is 15—20 years.

2.26. Position about the other vessels available with the Deep Sea Fishing Organisation has been stated to be as follows:—

Name of the vessel	Cost of the vessel	Cost of repairs (upto October, 1967)	Expected Life	Source of acquisition
	Rs.	Rs.		
M.L. Durga .	66,030	1,06,122·67	9 years	T.C.M.
M.L. Sagar Pravasi .	58,102	1,34,697·04	9 years	T.C.M.
M.L. Sagar Kumari .	58,102	1,02,201·46	9 years	T.C.M.
M.V. Flying Fish .	66,030	32,421·27	9 years	T.C.M. Indo-Norwegian Project.

2.27. Asked to furnish the figures of fish catches made by the vessels of the Deep Sea Fishing Organisation from Bombay and Cochin bases during each of last three years and figures of catches made by the commercial concerns during the same period from these bases, the Ministry have furnished the following figures:—

In respect of Deep Sea Fishing Stations:

Name of Station	Year	Catches in Kgs.	Value realised Rs.
Deep Sea Fishing Station, Bombay	1964-65	381021	149232.52
	1965-66	278598	154311.65
	1966-67	461076	194951.07
Offshore Fishing Station, Cochin	1964	117618.25	33657.46
	1965	175889.50	64374.42
	1966	179228.50	71161.93

In respect of commercial firm, M/s. New India Fisheries Ltd. Bombay/Cochin:—

	Year	Catch in Tons	Value Rs. in lakhs
M/s. New India Fisheries Ltd., Bombay	1964-65	594	3.00
	1965-66	1357	8.51
	1966-67	873	11.51
Cochin	1964-65	2282	58.03
	1965-66	1935	42.56
	1966-67	1769	84.40

2.28. It has been submitted that the figures in regard to the working of the vessels of M/s. New India Fisheries may be read only for the purpose of assessing the success that the private fishing company has achieved by intensively exploring the areas in regard to which the result of exploration conducted by this Section had already been published. The areas in which vessels of this Company generally operated are those areas where the abundance of fish has been conclusively proved during the exploratory work done by this Organisa-

tion. This company has modern vessels equipped with latest mechanical and electronic devices and reportedly even their fishing gear is designed on the basis of the most accurate technical know-how available in Japan out of the materials imported by them. Besides fishing in the areas known as prolific in fish explored by this Organisation, the company has also been fishing in certain further areas in view of the fact that their most modern equipments can facilitate such extensive and intensive fishing. The principle followed by this Organisation has been that once the fact of fisheries potential in areas explored are established through intensive exploratory work in different seasons and with different types of fishing gear, the data are passed on for compilation and dissemination. Thereafter the areas remaining unexplored are taken up with the result that most of the work is confined to exploration without regard to the monetary income-factor. The exploratory fishing work in unchartered areas generally cannot be expected to give returns on commercial basis and such nature of work adds to the expenditure of the Organisation because fishing in unknown waters on several occasion leads to information, both positive and negative, and in some cases leads to loss and damage to the fishing gear, in case the unknown areas happened to be either coral or rocky.

2.29. The Committee note the working of some of the vessels available with the Deep Sea Fishing Organisation. They are, however, distressed to find that the repairs costs of these vessels are very high. As a matter of fact, in some cases the cost of repairs already incurred is almost double the cost of the vessels. The Committee therefore, suggest, that it should be examined whether it will be worthwhile to continue to use some of the vessels even by incurring very high expenditure on repairs or it would be advantageous and economical to have them replaced by new vessels.

2.30. The Committee appreciate that the main job of the vessels of the Deep Sea Fishing Organisation is exploration. As such, fish catches of these vessels cannot be expected to be as high as those of the commercial firms. They, however, feel that efforts can be made to have increased catches of fish while conducting exploratory work, ensuring at the same time that the exploration work of the Organisation does not suffer in any manner.

E. Personnel for the Vessels

2.31. It has been stated at present the Deep Sea Fishing Organisation has the barest minimum of trained personnel required for operating the existing vessels. On procurement of additional vessels,

about 30 qualified skippers, mates, Bosuns and Engineers would be required. The requirements have been worked to be as under:—

Skippers	30
Mates	20
Bosuns	10
Engineers	30
Asstt. Engineers	30

2.32. In reply to a question, it has been stated that steps have been taken to get these persons trained in time in Central Institute of Fisheries Operatives, Ernakulam.

2.33. It has been stated further in a written note furnished to the Committee that the programme of training which was being conducted by the Deep Sea Fishing Organisation since 1952 was transferred to the Central Institute of Fisheries Operatives in 1964. The trainees recruited by the Central Institute of Fisheries Operatives, continue to have their practical training on board the vessels of this Organisation for putting on their sea time.

2.34. Before this function was transferred to the Central Institute of Fisheries Operatives, besides the crew employed on different mechanised fishing vessels of the Organisation, training was given to several candidates in three batches each lasting four years of training. All these trainees numbering over 41 successfully completed their training and are employed as qualified officers on board the fishing vessels of the Organisation on different State Government vessels and in private fishing companies. The trainees for the training programme undertaken by the Organisation were recruited on an All-India basis giving due preference to the candidates hailing from fishermen community. They were selected by a committee consisting of the respective Director of Fisheries of the State Government as well as the representative of the Deep Sea Fishing Organisation. The trainees during the period of the training were paid a stipend of Rs. 50/- during the 1st year, Rs. 60/- during the 2nd year, Rs. 70/- during the 3rd year and Rs. 80/- during the 4th year, per month. In addition, the trainees were paid a messing allowance of Rs. 60/- p.m. during the period of training. During the period of training, they were given the facilities for a three month theoretical training at the Nautical and Engineering college, Bombay, the expenditure on which training was met by the department.

2.35. The practical training on board the vessels of the department was given to the trainees in various aspects such as navigation,

handling the various items of equipment on board, hauling and shooting the nets, net making, net repairing, etc.

2.36. Taking into consideration the various crew members, apart from the candidates specifically recruited for training for the purpose of enabling them to qualify as certificated Hands, this Organisation has so far trained the following personnel:—

	No. of trainees	
	Departmental staff	Stipendary
(1) Mechanised fishing operations confined to training	120	41
(2) Mechanised fishing operations confined to yill netting	28	6
(3) Tuna long-line fishing	17	4
(4) Bull-trawling	20	3
(5) Shrimp-trawling	12	2
(6) Fabrication of fishing gear	120	41

2.37. The Committee note that the programme of training which was being conducted by the Deep Sea Fishing Organisation since 1952 has been transferred to the Central Institute of Fisheries Operatives in 1964. The Committee also note the requirement of technical personnel of the Deep Sea Fishing Organisation on procurement of additional vessels proposed to be acquired by Government. The Committee hope that the required trained personnel will be available by the time the new vessels become available. They would also suggest that close liaison and coordination should be maintained with the Central Institute of Fisheries Operatives for the purpose.

F. Prototypes of Exploratory Vessels

2.38. At the meeting of the Central Board of Fisheries held on the 29th/30th October, 1966, the then Chairman of the Board stated:

“With the increasing tempo of mechanisation of fishing crafts and the introduction of larger fishing vessels by the industry, the demand for fishery equipment and fishing boats would be on the increase. It is necessary that the indigenous manufacturers of marine diesel engines should progressively step up their capacity and servicing facilities. The Government are also taking steps to make use of the indigenous capacity for building fishing boats of proven design.” He (Chairman) referred to the necessity of importing two or three prototypes of exploratory fishing boats which have been found suitable by the Fisheries Technical Mission for operation in Indian conditions and stated, “after gaining experience, the designs should be improved and further construction of such boats undertaken within the country. It would help streamline the production activities of the industry if arrangements were made for making available the various items of equipment from indigenous sources and also by advance planning of import of the balance of requirements from credit sources. Such a streamlined procedure would assist in maintaining the tempo of activity for bringing in additional units of fish production in an organised and expeditious manner.”

2.39. Asked during evidence about the action taken on the said proposal, the representative of the Ministry has stated:—

“These two vessels were included in our scheme for strengthening the fishing fleet in the deep sea fishing stations. The two vessels are of 105 ft. in length. One vessel had been inspected in France and the other in German Democratic Republic. These two vessels were proposed to be purchased as prototypes. We had made the proposals in a combined project for strengthening the deep sea fishing scheme and this has been approved by the Finance Ministry and the Expenditure Finance Committee. Then we had obtained the specifications for these vessels from the foreign builders. We found that these vessels would need certain modifications. We have suggested the revised specifications and quotations. We were about to place the orders but the need to review all such orders came up. That was a month or two back, and as soon as this is cleared, we will be in a position to place the orders for these vessels.”

2:40. In reply to a question, the Committee have been informed that the supply of these vessels will take place within 12 to 15 months from the date of placing the orders.

2.41. The Committee would like to stress that such important projects should be executed with a sense of urgency as these are vital for the development of India's fisheries.

G. Workshop and Dry-docking facilities

2.42. It has been stated that workshop facilities for running repairs are available at the Offshore Fishing Station, Cochin, Visakhapatnam and Tuticorin for minor repairs to the vessels. However, these workshops cannot attend to major repairs and overhauling, as they are not fully equipped and there is no departmental slipway on dry-dock available. These workshops have, however, been able to attend to most of the minor overhauling repairs to the vessels and equipment and the vessels do not normally come to Bombay for such repairs.

2.43. It has been stated in a Memorandum submitted by an Association to the Committee as follows:—

“This (Dry-docking facilities for India's present fishing fleet) has not so far posed a serious problem. This is because of the fact that a very large number of the fleet are within the region of 30 to 36 footers made of wooden hulls. However, this will become a very serious problem if large fishing trawlers are to be put into operation. Dry-docking of steel vessels at least once a year is an absolute necessity. The existing facilities are quite inadequate to take in a repair of even a small number of large trawlers. Therefore acquisition of large fishing fleet of sizes over 50 ft. can never be considered unless dry-docking facilities are also provided. These facilities must be available in the major catching centres where these boats are bound to be located. In the process of planning for the fishery industry this point must be taken into consideration and substantial allocation made for dry-docking facilities of the fishing fleet.”

2.44. The Committee have been informed during evidence that, “With the addition of vessels, it will be absolutely necessary to have workshop facilities. Major repair facilities will be provided in selected centres. In every major port we are providing major repair faci-

lities." Asked to state why no agreement has been entered into with the respective port authorities who have already got workshop facilities at the ports, the representative of the Ministry has stated during evidence that. "This is what we have done so far. But their business has increased so much particularly in Cochin. In Vishakapatnam, we do not have that, much difficulty. So, we have thought of expanding the workshop not only for our exploratory vessels, but also for the commercial fleet. Otherwise, it will be top-heavy and un-economic."

2.45. The Committee note that workshop facilities for running repairs of minor nature to fishery vessels are available at Cochin, Vishakapatnam and Tuticorin. They, however, feel that in view of the fact that the future development of India's fisheries depends upon the large vessels, there is imperative need to provide major repair facilities at various ports. They also feel that adequate slipway and dry-docking facilities have also to be provided at some of the selected ports. The Committee suggest, therefore, that a comprehensive plan for the provision of workshop, slipway and dry-docking facilities at selected ports may be prepared and executed in a phased manner to avoid difficulties latter on. The Committee also suggest that close liaison and coordination should be maintained with the concerned port authorities for the purpose to avoid any overlapping and duplication. They feel that such liaison and coordination with the Indo-Norwegian Project is also imperative as they have built quite a big workshop at Ennakulam and a slip-way is under construction there.

H. Evaluation

2.46. The Committee have been informed during evidence that the work of the Deep Sea Fishing Organisation has been evaluated by the Research Committee and Central Marine Fisheries Research Institute. Administrative evaluation has been done by the Head of the Department, as is usually done, and he has furnished reports to the Ministry. There has been no outside agency evaluating this.

2.47. In a note dated the 12th November, 1962 the Joint Commissioner (Fisheries) has stated that he has surveyed the working of Deep Sea Fishing Organisation. His observations are as follows:—

"I have made a quick analysis of the results achieved so far by the Offshore exploratory vessels. The scheme is mainly for sampling of the sea-bed to determine the quality and quantity of fish present and essentially dependent on the statistical method. The area available

and sampling done so far can be seen from the table below:—

Base							Area available 10-40 fathoms	Area sampled
(in sq. miles)								
Cochin	.	.	.	.	.	.	7560	1647
Vizag	.	.	.	.	.	.	5180	3312
Bombay.	.	.	.	.	.	.	14840	6272
Tuticorin]	.	.	.	.	.	.	8400	2200
Mangalore	.	.	.	.	.	.	9240	387
Veraval	.	.	.	.	.	.	28000	5145

The efficiency of the vessels taken by H. P. can be seen from the following tables:—

	200—250 H.P.	100—160 H.P.	40—60 H.P.
Cochin	0.9	..	2.50
Bombay	..	1.74	1.49
Veraval	..	..	2.52
Mangalore	..	..	2.40
Vizag	0.58	0.94	1.48
Tuticorin]	..	..	1.37
			11.76

It will be seen that 40—60 H.P. vessels have been found more efficient than the rest.

The percentage composition of Prawn for monsoon and non-monsoon months is as below:—

	Monsoon	Non-monsoon
Cochin	47.6	14.98
Bombay	Average 2.52%	
Mangalore	Not available	
Veraval	Do.	
Vizag	Average 1.5%	
Tuticorin	Not available.	

Against a total contingent expenditure of Rs. 73.65 lakhs from 1961-62 and 1962-63, there has been an incidental income of Rs. 17,00,122 in connection with the exploration.

In the beginning it was not quite realised about the bases, the type of vessels and gear to be employed, as a result of which various types of boats and gear were attempted and in a few cases even the boats had to be re-modelled, changing them from gill netters to trawlers. Detailed analysis of the data is now in progress according to the arrangements made with Director, Central Marine Fisheries Research Institute, Mandapam. I may mention here that similar problems were faced by countries like Russia in developing their sea fisheries and their approach was somewhat different. They purchased the most efficient vessels from various countries and after operating them for some time, could determine, within a short period, what vessels to operate and gear to adopt and after that they went on mass scale to manufacture the same.

Our present programme of work should be (i) covering the offshore ground upto 40 fathoms in areas not covered, as yet by the smaller vessels; (ii) take up exploration of the deep sea particularly with reference to Tuna with larger vessels from the bases located in major ports. Tuna exploration from Tuticorin and Cochin are being taken up by one vessel with the help of an

F. A. O. Expert. It is desirable that deep sea exploration should start without any further delay specially when factory ships from Pakistan are reported to be operating in the Arabian Set off the Indian Coast and similarly, vessels from Pakistan have also been reported in the Bay of Bengal off the Orissa Coast. The exploratory survey should be conducted by vessels in pairs and the sea bottom has to be sampled according to randomised blocks which has not been done. Attention to this was drawn by the Research Committee in 1961, but re-organisation has not been done and has been taken up by entrusting the work to a qualified Statistician, who is likely to be posted either in Bombay or Cochin. He will be associated with a Biologist and the present Superintending Engineer can only look after the maintenance of vessels and obtain a larger number of fishing days which appears to be poor.

It has also been noticed that the superior officers rarely got out to sea for want of a job chart which is now being provided. It is also felt that import of spare parts has to be visualised years ahead, which will result in a larger number of fishing days than at present. Subject to these remarks, the scheme has certainly done useful work in giving an incentive to mechanised fishing, both by Government and Private Industry, leading indirectly to earning of foreign exchange which is likely to be in the region of Rs. 6 crores in the current year. It is now possible to take up commercial power fishing from other available harbours in India, a proposal which is being put up separately in connection with the Corporation and as such, we should not hesitate in getting the bigger vessels from abroad and taking up exploration of deeper waters."

2.48. The Committee feel that the evaluation report submitted by the Joint Commissioner (Fisheries) on the working of the Deep Sea Fishing Organisation merits close and careful scrutiny. The Committee agree that the present programme of work of the Deep Sea Fishing Organisation should be (i) to cover the offshore grounds upto 40 fathoms in areas not covered as yet; and (ii) to take up exploration of the deep sea particularly with reference to Tuna fish with larger vessels from the bases located in major ports. The Committee expect the Ministry to ensure that the above programme of work of the Deep Sea Fishing Organisation is fully implemented.

2.49. The Committee also feel that there is an imperative need for regularly evaluating the work of the Deep Sea Fishing Organisation to ensure that the results are commensurate with the expenditure incurred. The Committee have already recommended the periodical evaluation of the Central Fisheries Research Institutes in their earlier reports. Similar periodical evaluation should be conducted about the working of the Deep Sea Fishing Organisation also.

CHAPTER III

ADMINISTRATION

A. Organisational Set-up

3.1. The organisational set-up of the Deep Sea Fishing Organisation may be seen at Appendix III. Asked whether the organisational set-up of the Organisation and its various Offshore Fishing Stations is adequate for its smooth and efficient functioning, the representative of the Ministry has stated during evidence that, "At present it seems all right, but when new vessels come we are thinking of having a review of the whole organisation and gearing it to the additional vessels. We have started the work. It is very important that we do this."

3.2. The Committee note that the organisational set-up is adequate for the present working of the Deep Sea Fishing Organisation. In view of the fact that the larger fishing vessels are now proposed to be introduced, the Committee feel that the organisational set-up of the Organisation should be reviewed so that it could be geared up to meet adequately the expanding needs of the Deep Sea Fishing Organisation.

B. Floating Staff

3.3. It has been represented to the Study Group of the Estimates Committee which visited the Offshore Fishing Station, Tuticorin in September, 1967 that, "Pay-scales of the floating staff should be revised. It had not been done for the past eight years. Even though the pay-scales for the other staff under the Government of India had been revised in the light of the recommendations of the Pay Commission, nothing had been done in the case of the floating staff. The floating staff was very much dissatisfied about it. Everywhere in the world a fixed percentage of the catch was being given to the floating staff, e.g. Norway and Japan gave 5 per cent and 10 per cent respectively."

3.4. During evidence, the representative of the Ministry has stated that, "So far as the floating staff of the exploratory vessels is concerned, there are two categories. One category is the crew of the exploratory or survey vessels and the other is the crew of the vessels which engage in experimental fishing. We had to make a detail-

ed study of the practices prevailing in most of the countries of the world because we have had a lot of agitation amongst the staff. They have been asking for better conditions of pay and better remuneration on the lines what is available in some other countries. So having made a study of the problem, we propose to adopt some of the practices which are in vogue elsewhere but for this we have to make a clear distinction between these two categories. Our organisation is different from a commercial fishing organisation in most places where this system of incentive to the crew is in vogue. That applies to commercial organisations in other countries but we have formed as a result of our examination of the problem that in the case of exploratory and survey vessels some kind of incentive is given. Now having examined the problem, we have decided that we should tackle it differently in respect of these two categories. So far as the crew of the experimental fishing vessels is concerned we have felt that it is necessary in order to most effectively utilise the vessels. It is the practice practically in every country to give some form of incentive bonus. We have recently drawn up a scheme. There is no similar scheme anywhere in the country. We have got that scheme approved by Finance. It has meant fixing minimum which has been extremely difficult because we have not operated our boats on commercial basis so far. So we have had to determine the minimum fishing—the minimum catch—which these vessels should achieve in order to qualify for this incentive bonus and we have fixed such minimum for different types of vessels in different areas and we propose to work this scheme. There are several difficulties in working this scheme immediately because there are very few vessels with us which are fully equipped and in good condition. When we get the vessels, then we would be able to go ahead appropriately with the scheme. So far as the other category is concerned, we will have to introduce some other kind of incentive. They are not required to give certain minimum of fishing results. They are required to explore new areas. So different system will be evolved and that will be evolved early.”

3.5. So far as the scales of pay are concerned, the representative of the Ministry has stated during evidence that, “We know there is dissatisfaction amongst the staff. We have been consulting the Finance about the feasibility of revising the scales of pay. The difficulty which we had was that there was a general ban on the revision of pay scales. But we felt that in this particular case, there was a very strong case for the revision of pay scales and that this particular group of staff could be distinguished from other groups of staff and that there will not be repercussions of a general nature on other scales of pay elsewhere. On these two considerations we

were in favour of a revision of scales of pay of floating staff engaged in fishing vessels, we made a proposal which was recently considered by the Cabinet and approved by it. The proposal was that the general ban on revision of pay scales should not be operative in so far as these pay-scales were concerned. This has been approved by Cabinet and certain broad principles on which we should review these scales and refix them have also been approved by the Cabinet. So these proposals have gone to the Finance now. The approval of the Cabinet was received only last month."

3.6. Asked by what time the proposal will be implemented, the Committee have been informed during evidence that, "We are treating this on a high priority basis because we know that there is a lot of dissatisfaction amongst the staff. In fact, this is a point which both Finance and we are dealing on a top priority basis. I hope to settle it shortly with them."

3.7. The Committee are glad to note the steps taken for giving incentives to the floating staff engaged in experimental fishing vessels. They are also happy to note that necessary steps have been taken for revising the pay-scales of the floating staff. They hope that a scheme will soon be evolved for giving incentives to the floating staff who are engaged in exploratory vessels.

C. Powers of the Superintending Engineer and Deputy Directors

3.8. It has been stated during evidence that the Superintending Engineer's powers are those of a head of department. He has the powers to incur expenditure upto Rs. 500 on recurring items and upto Rs. 10,000 on non-recurring items. He has also the powers to accord administrative approval to original works upto Rs. 5,000. The Deputy Director's powers are upto Rs. 15,000 for calling of tenders and approving those tenders. About the powers to sanction expenditure on repairs to vessels, the Deputy Director's powers are limited to Rs. 1,000.

3.9. It has been further stated during evidence that in 1966 a proposal that the Superintending Engineer's powers to purchase stores should be upto a value of Rs. 1,000 without the need for calling for quotation, was made. This proposal was made in connection with the scheme of fishing with incentive bonus—and was considered in consultation with the Ministry of Finance. That scheme has not yet been started and the Ministry of Finance recommended that if there were any difficulties in practice, they would consider the matter. Asked whether the Ministry was going to renew the proposal again, the representative of the Ministry has stated, "We can take that up again with Finance."

3.10. The Study Group of the Estimates Committee which visited the Offshore Fishing Station, Tuticorin during September, 1967 have been informed that the Deputy Director could spend only Rs. 100 for a single item (non-recurring) and Rs. 10 for a single item (recurring). For repairs to vessels, he could spend Rs. 1,000 at a time and upto Rs. 5,000 per vessel a year. It was represented to the Study Group that these powers were very inadequate and that the maximum limit should be raised to Rs. 500 for non-recurring and Rs. 50 for recurring items.

3.11. The Committee suggest that the financial powers of the Superintending Engineer and the Deputy Directors may be reviewed to ensure that they are adequate to carry on the work of the Deep Sea Fishing Organisation and its various Offshore Fishing Stations promptly and efficiently. In this connection, the Committee would also like to draw the attention of the Government to the recommendation contained in para 2.21 of their Thirty-Sixth Report (Fourth Lok Sabha) on the Ministry of Food, Agriculture, Community Development and Cooperation (Department of Agriculture)—Central Marine Fisheries Research Institute, Mandapam Camp.

D. Extension and Publicity

3.12. As has already been mentioned in the Report, while the Deep Sea Fishing Organisation is mainly concerned with resources exploitation, it has helped private industry to have an idea of the fishing operations. Vessels of the Organisation have been utilised by Messrs Van Camps and other collaborators to obtain a first hand idea of the sea conditions in Indian waters.

3.13. Due assistance has also been rendered to various State Fisheries Departments and Private trawler-owners by the workshops of the Organisation in providing them with the technical know-how for devising fisheries requisites, proto-types of useful equipment and rigging up their craft.

3.14. Several fisheries requisites designed or modified by the Organisation in the context of the available data are now in widespread use. Designs/blue prints of suitable fishing gear, fisheries requisites and fishing vessels are being offered to all those interested in the development of fishing industry in India.

3.15. Several requests are being received from various centres in India seeking guidance in the manning of fishing vessels, provision of safety equipment on board, suitable pay-scales for floating

staff, technical know-how about marine equipment, etc. and every effort is made to extend the assistance sought.

3.16. It has further been stated that for the benefit of the fishing industry, demonstration trips are occasionally undertaken on board the fishing vessels. Similar trips are also arranged for the benefit of educational institutions interested in the work.

Details of the assistance rendered by the Deep Sea Fishing Organisation to fishery industry may be seen at Appendix IV. However, it has been stated that there is scope for enlarging this activity by organising it through organised extension.

3.17. Asked whether any fee is charged from private bodies for the assistance rendered to them, the representative of the Ministry has stated during evidence that, "We charge them for blue-prints of the boats. That is also a very reasonable charge. We have also developed some machinery and we charge a fee for that."

3.18. It has been further stated that in addition to a report on the work of S. T. "Meena" during 1948-49, which was published in 1954, the following papers have been published by the Officers of the Organisation in different Fishing Magazines and periodicals:—

- (1) Technical terms in fishing gear materials and gear fabrication.
- (2) Tuna long-line operation in the West Coast of India.
- (3) Tuna long-live gear; Its construction from indigenous materials.
- (4) Hydrographic Winch.
- (5) Tuna long-line operations: Deck arrangements, machineries and accessories.
- (6) A winding machine for "Sekiyama."

3.19. The Committee do not view the extension activities being undertaken at present by the Deep Sea Fishing Organisation as satisfactory. Mere collection of useful information without disseminating it to the users, especially the industry, serves no useful purpose. The Committee, therefore, stress that the results achieved through the exploratory cruises and researches being conducted by the Organisation should be immediately passed on to the fishery industry so that they could put them into practical use. The Committee suggest that an integrated scheme for giving publicity to the results achieved by the various Wings of the Organisation may be drawn up and put into operation with the assistance of the State Governments.

E. Sub-Stations

3.20. It has been stated that four Stations of the Deep Sea Fishing Organisation are at present functioning. They are as follows:—

- (1) Deep Sea Fishing Station, Bombay.
- (2) Offshore Fishing Station, Cochin.
- (3) Offshore Fishing Station, Tuticorin.
- (4) Offshore Fishing Station, Visakhapatnam.

The Headquarters of the Organisation is at the Deep Sea Fishing Station, Bombay.

3.21. It has been further stated that two new Stations at Mangalore and Veraval were started in 1960 and 1961 respectively but had to be closed early in 1966 due to the situation arising out of the necessity of decommissioning of four vessels in 1965, as no replacements could be made. These Stations will be re-opened immediately after sufficient number of fishing vessels are received.

3.22. It has been stated that originally, under the Third Five Year Plan proposals, additional stations were to be established at Paradeep and Port Blair but these stations could not be established due to inadequacy of the existing fleet and new vessels could also not be procured due to limitation of foreign exchange.

3.23. The Fourth Plan proposals of the Organisation envisage replacement of the existing fleet and expansion to bring the fleet strength to approximately 40 vessels ranging to size from 55 ft. to 110 ft. The Ministry is taking steps to get these vessels. Nine new vessels have recently been sanctioned and sanction is awaited for more vessels.

3.24. It has further been stated that the immediate need of the Organisation is the provision of sufficient number of larger fishing vessels of special types to carry out explanatory fishing in deeper waters.

3.25. The establishment of new Stations at the following centres is also envisaged:—

- (i) Kandla
- (ii) Goa
- (iii) Paradeep
- (iv) Port Blair

These are linked up with the Fourth Plan Scheme, subject to the acquisition of fishing vessels of suitable types in adequate numbers.

3.26. The Committee are unhappy that owing to the non-availability of vessels, two stations started at Mangalore and Veraval had to be closed down in early 1966. For the same reasons proposals to open stations at Paradeep and Port Blair during the Third Five Year Plan did not fructify. The Committee are not sure whether the proposal to start four new stations during the period ending 1970-71 will materialise as that proposal is also linked up with the availability of vessels. The Committee would, therefore, stress that all out efforts should be made to acquire at least the minimum number of vessels required as early as possible.

The Committee also urge that special efforts be made to start the station at Port Blair at the earliest possible opportunity because of the importance and potentialities of the area for fisheries development.

F. Budget

3.27. The budget grants, final provision after re-appropriation and actual expenditure for the Deep Sea Fishing Station, Bombay and its various Offshore Fishing Stations during each of the last three years are given in Appendix V.

3.28. Budget provisions, actual expenditure and shortfalls in respect of the Deep Sea Fishing Organisation during each of the three Plans have been stated to be as follows:—

Particulars	First Five Year Plan		Second Five Year Plan		Third Five Year Plan	
	Revenue Rs.	Capital Rs.	Revenue Rs.	Capital Rs.	Revenue Rs.	Capital Rs.
Provision	..	5,36,400	22,66,100	8,04,000	13,15,400	9,93,216
Actual expenditure	..	6,66,933	19,30,977	8,187	12,06,811	8,96,263
Shortfall	..	..	2,35,123	7,22,813	1,08,589	96,263

3.29. The reasons for shortfalls have been stated to be as follows:—

- (i) During Second Five Year Plan, the shortfall in the expenditure was due to the fact that the vessels under T.C.M. Aid from different State Governments were taken

over during 1957-58 and as such the provision made for the Plan period was not fully utilised.

- (ii) During Third Five Year Plan, the provision for the new fishing trawler "Meenabharati" was not fully utilised as the construction of the vessel was completed during 1965. As such there was shortfall in the expenditure.

3.30. Asked about the amount likely to be allotted during the Fourth Five Year Plan, it has been stated in a written note submitted to the Committee that the amount tentatively allotted for exploratory fishing in the Fourth Five Year Plan is Rs. 200.00 lakhs. The break-up of the allocation has been stated to be as follows:—

	(Rs. in lakhs)
(i) Cost of nine fishing vessels	234.50
(ii) Cost of operation and maintenance of the vessels	26.11
(iii) Cost of the buildings and other contingencies	39.39
TOTAL	300.00

3.31. In reply to a question, it has been stated that the total investment in the Deep Sea Fishing Organisation since its inception is Rs. 30,75,000 being the cost of the vessels and equipments, but excluding the cost of vessels received under T.C.M. Aid and cost of Quick Freezing Plant, Cold Storage and Ice Factory, transferred to the Government of Maharashtra.

3.32. The Committee note that there have been heavy shortfalls in expenditure during the Second and Third Five Year Plans. They need hardly emphasise that the projects for which financial provision has been made in a particular Plan period should be completed within the Plan period itself, so that the necessity of spill-over of projects from one Plan to another Plan may be obviated.

LANDING AND BERTHING FACILITIES

CHAPTER IV

FISHING HARBOURS

A. Provision of Landing and Berthing Facilities at Minor Ports

4.1. It has been stated that the landing and berthing facilities for fishing vessels are an important link, between the actual operation and catching of fish in the sea and delivery of fish to the consumer in as fresh a condition as possible. Since fishermen require a maximum amount of time for their actual fishing with minimum delay in despatching their catches, every facility should be afforded to them for these operations for which efficient and functional fishing harbours are essential. The scheme, "Provision of Landing and Berthing facilities for Fishing Vessels at Minor Ports" aims at providing basic facilities to small sized fishing vessels such as—

- (i) a sheltered harbour basin;
- (ii) easy access to the port;
- (iii) a landing quay with space for unloading of fish and distribution;
- (iv) berthing basin;
- (v) an out-fitting quay for replenishing fuel, water and ice required for the voyage; and
- (vi) minor repair and service facilities for the boats.

4.2. The need for providing landing and berthing facilities for the small fishing vessels was first felt during the beginning of the Second Five Year Plan when the "mechanisation programme" introduced by the Government of India during the First Five Year Plan gained momentum. The assistance of two F.A.O. Harbour Engineers was obtained in 1956 for advising on selection and planning of fishing harbours. The harbour engineers stayed in India for a period of two years and visited about 20 sites and prepared lay-out plans for about 8 sites. The scheme was included as State scheme during the Second Plan. A Financial assistance of 50% grant and 50% loan was also made available under 'Grow More Food' scheme. On the recommendation of the harbour engineers, the construction of harbours for fishing vessels at Veraval in Gujarat and Cuddalore in Madras were initiated.

4.3. At the end of the Second Five-Year Plan, the assistance of another F.A.O. Harbour Engineer was obtained to advise the maritime State Governments on location and planning for more fishing harbours. He stayed a year in India and prepared rough ground plans for about 21 sites.

4.4. During the Third Five-Year Plan, a Plan provision of Rs. 221.85 lakhs was made. The scheme was continued as a State sector scheme with financial assistance of 50% grant and 50% loan. The construction of harbours at Cuddalore which was started during the Second Five-Year Plan was completed. Construction at the following sites was taken up on the basis of the recommendations of the F.A.O. Harbour Engineer:

Gujarat	Porbunder, Navabunder, Jaffrabad, Umbergaon.
Kerala	Baliapatam, Cannanore, Peypore, Azhicoche, Perrieri Vizinjham.
Mysore	Karwar, Kagalhini, Bhatkal, Mangalore.
Madras	Nagapattinam.
Andhra Pradesh	Kakinada.

4.5. During the Fourth Five Year Plan, a provisional allocation of Rs. 500 lakhs has been proposed. The scheme has been approved as a centrally sponsored scheme with financial assistance of 50% grant and 50% loan for 1966-67 and 100% grant for rest of the years of the Fourth Plan. The State-wise position has been stated to be as follows:—

- (1) Gujarat . The Plan outlay is Rs. 55.00 lakhs. The expenditure during 1966-67 is Rs. 1.13 lakhs. The construction of facilities at Veraval, Navabunder and Jaffrabad (I stage) taken up during the III Plan were completed. The budget provision for 1968-69 is Rs. 10.00 lakhs and the State proposes to deepen the approach channel at Veraval and complete the construction of facilities at Porbunder, Umbergaon and take up construction of Jaffrabad (II stage) during the IV Plan.
- (2) Maharashtra . The Plan outlay is Rs. 102.00 lakhs. The expenditure during 1966-67 was Rs. 0.58 lakhs. The removal of submerged rock at Karanja, Velaneshwar, Kelwa and Thal; construction of dry rubble bund at Theronda and model test of Satrati Fishing harbour were the works completed during 1966-67. The budget provision for 1967-68 is Rs. 15 lakhs and the State Government intends to take up construction of

a jetty at Versova and provide landing and berthing facilities at Satpati, Dahanu and Murud during the IV Plan.

- (3) *Mysore* . The plan provision is Rs. 70·67 lakhs. The expenditure during 1966-67 was Rs. 5·18 lakhs on the construction of facilities at Karwar, Kagalhini, Bhatkal and Mangalore. Jetty at Kagalhini was completed. The budget provision for 1967-68 is Rs. 20 lakhs and the State Government proposed to continue the construction undertaken at Karwar, Bhatkal, Mangalore and take up construction at Honnavar and Malpe during the Fourth Plan.
- (4) *Kerala* . The Plan provision is Rs. 275 lakhs. The expenditure during 1966-67 was Rs. 9·31 lakhs and the construction of facilities at Baliapatam, Cannanore, Beypore, Azhicode and Vizinjam taken up during the III Five-Year Plan were continued. A 100 metre wharf was acquired at Ponnani from Port Department and the construction of facilities at Azhicode were completed. The budget provision for 1967-68 is Rs. 6·80 lakhs and the State Government intends to continue the construction of fishing harbours at Vizinjam, Beypore, Baliapatam, Cannanore and also extend the groyne at Ponnani during the IV Plan.
- (5) *Madras* . The plan provision is Rs. 85 lakhs. The expenditure during 1966-67 was Rs. 2·5 lakhs which was incurred on the completion of the facilities at Nagapattinam, started during the Third Five-Year Plan and making investigations at Tuticorin and Collachal. The budget provision for 1967-68 is Rs. 25 lakhs for taking up the construction of second stage fishing harbour at Cuddalore (I stage was completed during III Plan) and the Fishing harbour at the Intermediate port of Tuticorin. During the Fourth Five-Year Plan the State also proposes to provide facilities at Ennore and Leepuram or Collachal.
- (6) *Andhra Pradesh* . The Plan provision is Rs. 42 lakhs. The expenditure during 1966-67 was Rs. 1 lakh which was incurred on the completion of the construction of Kakirada harbour taken up for construction during III Plan. The budget provision for 1967-68 is Rs. 8 lakhs. The Government proposes to undertake the construction of jetty at Narsapore and a few other sites during the Fourth Five-Year Plan.
- (7) *Orissa* . The plan provision is Rs. 12·93 lakhs. No expenditure was incurred during 1966-67. The budget provision for 1967-68 is Rs. 5 lakhs and the State proposes to take up construction of landing jetties at Kirtania and Chandipur and a few other sites during the Fourth Five-Year Plan.

- (8) *West Bengal* . The Plan provision is Rs. 10 lakhs. No expenditure was incurred during 1966-67. No budget provision has been made for 1967-68. The State Government intends to provide facilities at Frazergunj and a few other sites during the Fourth Plan after the investigations are complete.
- (9) *Goa* . The plan provision is Rs. 5 lakhs. No expenditure was incurred during 1966-67. Budget provision for 1967-68 is Rs. 3 lakhs which is made with a view to conducting pre-investment investigations at Donopaula, Canacona and Chapora. Construction of facilities at these sites will also be taken up during the Fourth Plan.
- (10) *Pondichery* . The plan provision is Rs. 5 lakhs. An amount of Rs. 7,000/- was spent during 1966-67 for initiating the construction of a jetty at Karaikal. An amount of Rs. 70,000/- has been provided for 1967-68 for completion of the construction of jetty.
- (11) *Andamans* . The plan provision is Rs. 40 lakhs. Expenditure during 1967-68 is nil. Budget provision for 1967-68 is Rs. 1 lakh out of which Rs. 39,600/- has already been sanctioned for conducting investigation for quarry for the fishing vessels at Port Blair. During the Fourth Five-Year Plan the construction of facilities at Port Blair will be taken up and completed.
- (12) *Laccadive and Minicoy Islands* . The Plan provision is Rs. 1.4 lakhs and the expenditure during 1966-67 is nil. A provision of 0.5 lakh has been made in 1967-68 to take up the construction of a slipway at Kavarathy.

4.6. Explaining the nature of recommendations made by the F.A.O. Harbour Engineers, the representative of the Ministry has stated during evidence that, "The first team pointed out that the location should be determined with reference to the specific location of fishing grounds, that the one important consideration should be that the harbour should either have natural protection or that artificial protection should be easily capable of being provided. That the question of safe access of boats from the sea in dangerous water should also be such as can be easily provided. Then they also made certain recommendations in regard to the initial costs of obtaining adequate depth of water in the harbour approach and the cost of the maintenance of the depth should be a relevant consideration. The second team gave lay-out plans for about 21 harbour sites. Out of these 21 harbours plus 8 harbours, for which the first team had given lay-out plans, we undertook work on 18."

Asked about the progress in respect of these 18 harbours, it has been stated during evidence that 8 harbours have been completed. The work on other harbours is in progress.

4.7. The Committee have been further informed during evidence that, "Many of the States have sent proposals for construction of fishing harbours and we have to approve the plans and estimates for the purpose of sanctioning the funds. According to the procedure which has been laid down, the State Government has to obtain a certificate from the local State Finance Department that the work has been scrutinised. This provision was introduced under a directive of the Planning Commission in order to avoid delay which might have been occasioned if we had ourselves to check up on the accuracy of the estimates. The Planning Commission decided that for ports costing under Rs. 10 lakhs, it should not be necessary for the Ministry to make a detailed scrutiny even though at that time 50% of the cost of the harbour was being borne by the State Government. But the States have not been sending this certificate. We have actually taken this matter up with all the State Governments."

4.8. It has been stated by a leading expert on Fisheries that "During the Fourth Plan the entire structure of assistance has changed and all these harbour schemes whether landing and berthing facilities or fishing harbours or facilities in major harbours, all have become centrally sponsored schemes with cent per cent assistance from the Centre. The execution of work has been left to the States concerned, but every item of estimate, plan and proposal will have to be approved by the Central authorities at every step. This had led to an almost standstill in the progress of construction in many States since it is natural that examination of all these estimates, plans, etc. at various levels both in the States as well as the Centre will take considerably long periods of time.

If this scheme is to be satisfactorily implemented then certain decentralisation would be essential. While the Central Government may examine the general design and over all budget the execution of the work with freedom of alteration within the amount should be left to the State's Chief Engineer concerned who cannot be considered much inferior to the Central Officers. In this latter case the execution will be speedy and it would be possible to complete a number of schemes."

4.9. Another Association in its Memorandum submitted to the Committee has stated that, "The estimates regarding the number of small crafts capable of fishing in the inshore waters to a distance of 10 miles varies from 4000 to 8000. It is hard for anyone to properly

assess the actual number of these boats in commercial operation. This is due to the fact that the facilities to these boat owners by way of engines, spare-parts, etc. are lacking with the result that many of these boats are not in commercial operation. Added to this, the facilities available for berthing the boats and landing their catches are almost negligible. Important centres such as Bombay, Karwar, Mangalore, Cannanore, Kozhikode, Cochin, Tuticorin and scores of other smaller areas have no proper berthing facilities. During the last two or three years the monsoon has taken its toll of a large number of boats which were anchored out in the open sea because of the lack of proper harbour facilities. It is to be regretted that even the port authorities do not take fishing an honourable occupation requiring certain basic minimum facilities. This has resulted in the gross negligence of making available any facilities whatsoever for berthing either in minor ports or in major ports. This situation must change. Facilities must be afforded in major and minor ports by way of special wharves and berths not only for the small crafts now in operation but also for the large fishing vessels that may come into operation in future."

4.10. The Committee need hardly point out that the yardstick for the development of fishery industry in any country is the number of fishing harbours and the facilities for commercial fishing it has, since large scale operations are only possible from fishing harbours. Viewed in this context, the Committee do not feel that the progress achieved so far in providing landing and berthing facilities at minor ports, is satisfactory. They recommend that the whole machinery deployed on this important project should be geared up and all-out efforts made to complete the construction of the fishing harbours already taken in hand.

4.11. As regards the execution of the project work by the States on behalf of the Central Government, the Committee suggest that the feasibility of further decentralising the work may be considered. The State Governments also be urged to furnish the necessary certificates with regard to scrutiny of the work as speedily as possible. In any case, the Committee feel that earnest efforts should be made to reduce the time-lag at the various stages from the date of making the proposal to the actual execution of the project, and to do away with avoidable procedural delays.

4.12. The Committee further suggest that the question of sheltering the mechanised fishing boats and vessels at the various commercial harbours, especially during cyclones, bad weather, etc., till such time the fishing harbours are ready, should be taken up with the port authorities concerned.

B. Provision of Landing and Berthing Facilities at Major Ports

4.13. It has been stated that fishing harbours are essential for efficient operation of the bigger fishing vessels. These vessels need deeper approach channels and basins; normally more than 9 ft. at low water. Therefore, these facilities will have to be provided at major ports where deeper approach channels and big sheltered basins are available. The fishing harbours provide facilities such as:

- (i) landing quays with space for unloading, cleaning, sorting weighing and display of fish for auction;
- (ii) berthing quays to berth alongside and replenish the stores and gear required for the next voyage;
- (iii) an outfitting quay for replenishing fuel, water and ice required for the voyage; and
- (iv) repair and service facilities, such as dry docks for the boats.

4.14. About 10 medium sized fishing vessels are operating at present. While preparing the Fourth Five Year Plan, it was decided to introduce about 200 fishing trawlers of sizes varying from 58 ft. to 140 ft. during the Fourth Plan. These vessels need safe approaches and quick and hygienic handling facilities for efficient operation. At the 13th meeting of the National Harbour Board held in October, 1964, it was recommended that Major Port Authorities should assist the Ministry of Food and Agriculture in the selection and construction of fishing harbours at major ports. On the basis of the recommendation, investigations of sites for fishing harbours were taken up at Bombay, Mangalore, Cochin, Tuticorin and Haldia during 1965-66. There was no specific plan provision during the Third Five Year Plan for this scheme. However, an *ad hoc* provision of Rs. 5 lakhs was made during the year 1965-66. Against this provision the following amounts were spent on investigations:—

(Rs. in lakhs)

Bombay	2.179
Mangalore	1.095
Cochin	0.600
Tuticorin	0.750
Haldia	1.500
TOTAL	6.124

4.15. So far as Fourth Five Year Plan is concerned the tentative Plan provision is Rs. 1200 lakhs. The budget provision for 1967-68 was Rs. 200 lakhs but the same has now cut down to Rs. 100 lakhs. Investigations at Sasson Dock (Maharashtra), Mangalore (Mysore), Tuticorin (Madras) and Haldia (West Bengal) were completed during the III Plan. The present position in respect of fishing harbours at major ports is as follows:—

- (1) *Bombay* The Consulting Engineers of the Bombay Port Trust had suggested a layout, the first stage of which was expected to cost about Rs. 820 lakhs. As the project proved very costly, some more layouts were tried without the breakwaters. The Central Water and Power Research Station, Poona has now forwarded a layout which is estimated to cost about Rs. 313 lakhs. This layout was recently discussed with the Bombay Port Trust authorities and they have now been requested to prepare detailed plans and estimates for the same. The tentative plan provision is Rs. 10.00 lakhs for 1967-68. If the proposal is cleared by the Expenditure Finance Committee, it is expected that the work can be taken up this year, and it will take about 3 years, for completion.
- (2) *Haldia* The Calcutta Port Commissioner had conducted some model tests and other preliminary investigations for preparation of Plan and estimates. No programme for taking up this work has been drawn up.

- (3) *Mangalore* . The Chief Engineer and Administrator has completed necessary investigations and model tests and is preparing designs and estimates as per the plan. The project is estimated to cost about Rs. 146 lakhs and the work will be taken up after the major port project itself is finalised. A provision of Rs. 20 lakhs had been made for this work expecting the work to be initiated during 1967-68. The work will take about three years. It is expected that it will be possible to take up the work late in 1967-68 or early 1968-69, subject to the clearance by the Expenditure Finance Committee,
- (4) *Tuticorin* . The investigations at this site are complete. The Chief Engineer and Administrator has prepared plans and estimates amounting to Rs. 295 lakhs. Further action in regard to the provision of a fishing harbour at the site of the proposed major harbour at Tuticorin will be taken in relation to the final decision of the Transport Ministry regarding the major harbour and the progress of work.
- (5) *Madras* . The Madras Port Trust have conducted necessary investigations and have prepared plans estimates amounting to about Rs. 357 lakhs. The tentative provision for 1967-68 is Rs. 30 lakhs. The work is expected to commence during this year and, subject to the clearance by the Expenditure Finance Committee completed by 1972.
- (6) *Visakhapatnam* . The World Bank Team which visited this site in November, 1966, has suggested provision of landing and berthing facilities in the Southern Lighterage Channel at a cost of Rs. 42 lakhs. The Visakhapatnam Port Trust have been approached to prepare necessary plans and estimates including conducting necessary investigations. The tentative provision for 1967-68 is Rs. 40 lakhs. It is expected that it will be possible to commence the work during early 1968, subject to the clearance by the Expenditure Finance Committee and complete it during 1969.

4.16. The Committee are not satisfied with the progress of work relating to the provision of landing and berthing facilities at Bombay, Haldia, Mangalore, Tuticorin, Madras and Visakhapatnam. They regret to note that it has not been possible to start construction work at any of these sites so far. They are also unhappy that the Budget Provision of Rs. 200 lakhs for 1967-68 was cut down to Rs. 100 lakhs, which should have an adverse impact on the pace of construction. The Committee do not expect that with the present tempo of work, it will be possible to utilise fully the amount tentatively provided for the purpose during the period ending 1970-71. The Committee,

therefore, stress that such projects should be given the attention they deserve and executed expeditiously.

C. United Nations Development Programme (Special Fund)

4.17. Under an Agreement signed by the Government of India and the United Nations Development Programme (Special Fund) on the 20th October, 1959, a Plan of Operation for the Pre-Investment Survey of Fishing Harbours in India was prepared. Under this Plan, the field operations were planned to commence in July, 1967 and to continue for approximately five years thereafter. The summary data of the said Plan of Operation has been stated to be as follows:—

Special Fund Allocation	US \$775,700
Consisting of :	
Special Fund contribution	US \$694,400
Government contribution towards local operating costs	US \$81,300
Government counterpart contribution in kind	US \$288,260
Duration	5 years
Executing Agency	Food and Agriculture Organisation of the United Nations.
Co-operating Government Agency	Ministry of Food, Agriculture, Community Development and Co-operation.

4.18. The purpose of the Project has been stated to be as follows:

- (i) To assist the Government in conducting the necessary economic and technical studies to identify priority sites for the development of fishing harbours and to prepare preliminary construction plans for these harbours and their supporting facilities. The studies will be concerned with ports suitable to take vessels of over 25 feet in length, requiring a minimum depth of water of about 4 feet.
- (ii) In particular the project will begin with a general economic appraisal of India's marine fisheries and of the scope of the required fishing harbour development. Approximately 40 possible harbour sites will be considered, a few of which are already under construction. The general appraisal will assist in determining the order of priority to

be accorded to the development of specific harbour sites. It will be based on data to be made available on the fishery resources, the development of industrial and centralized fisheries, as well as marketing, transportation and distribution.

- (iii) Following this general appraisal, detailed surveys will be undertaken for those sites showing the greatest promise of immediate economic benefits. The surveys will include topographic and hydrographic studies, test borings, soil analysis and model testing. Plans, cost estimates and specifications will be prepared and a construction programme formulated for the recommended sites. Advice on financing will also be provided.
- (iv) When requested throughout the project engineering and economic advice will be given on sites where construction is already in progress, and on developing the fisheries potential of major commercial ports.

4.19. The description of the Project has been stated to be as follows:—

- (i) The project will be carried out from headquarters in Bangalore over a period of five years. An appraisal will be made first of the status and prospects of the marine fisheries of India. The possible areas of expansion of supply of fish will be examined, together with the types of vessels likely to be used and other factors affecting harbour requirements. The facilities for processing, distribution and marketing will also be examined with a view to determining the probable areas of expansion. In addition the present status of harbour construction and development will be reviewed. In making the foregoing review and appraisal, full account will be taken of the marine fishery development proposed in the Fourth Five Year Plan of the Government, which began in 1966. In this connection, special consideration will be given from the beginning and throughout the project to harbour sites where survey work has been wholly or partially completed, and those where construction has already commenced. The economics of these sites will be studied and any necessary assistance given to speed up the pre-investment phase of harbour development. In this way the project will be building on work already in hand and will help the Government to meet the pressing needs of the accelerated programme of expansion of the fishing fleet envisaged in the Five Year Plan.

- (ii) While work is proceeding as needed on harbours already planned or under construction, the broader studies required will be continued to meet the overall objectives of the project. Based on the review and appraisal noted in the previous paragraph, the areas of highest priority for harbour development will be identified tentatively and by the use of data now available on existing and potential harbour sites and further preliminary surveys where required, the best sites for more intensive investigation will be chosen.
- (iii) Priority should be given to those sites which are most likely to come up for early construction and completion of fishing harbours themselves.
- (iv) All available data and material with the Department of Agriculture, State Fisheries Departments, Ministry of Transport and Nautical Adviser should be gathered and made full use of, for expeditious choice of location of the fishing harbours.
- (v) Draft requirements based on the types of fishing vessels proposed should be obtained from the Department of Agriculture to facilitate survey and designs.
- (vi) Complete surveys will then be commenced on these sites. These surveys will include topographic and hydrographic surveys from which harbour plans can be developed, and soil sampling and analysis for determining subsoil characteristics for design purposes. Hydraulic surveys and analyses will also be required at many sites to determine for design purposes such factors as wave heights, wind direction, sediment transport and littoral drift. Hydraulic model studies will also be required for some sites to determine the feasibility of the site and the best layout for harbour facilities.
- (vii) Preliminary designs will then be developed to meet the resource and market requirements, and cost estimates prepared to be used in the benefit-cost analysis of harbours. The best harbours can then be recommended for immediate development and those which are less economical can be given a lower degree of priority or discarded.

(viii) On the basis of the benefit-cost studies and the policy of the Government with regard to expansion of the fishery, a complete programme of harbour development will be recommended, including advice on financing problems where required. Final detailed designs with plans and estimates for undertaking actual construction of harbours should be completed at least for about 14 harbours during the life of the special Fund Project. The expectation is that final detailed designs with plans and estimates for three to four harbours will be ready each year.

4.20. The Committee have been informed during evidence that, "We have a list of 44 projects which have been recommended to us by various State Governments. This list has been referred to the United Nations Development Programme Project. Actually the United Nations Development Programme has not started working fully, because only the Project Director and one of the Project Engineers have come so far. But in spite of that, these two persons, assisted by our Harbour Engineer, are reviewing these 44 sites and we will be taking a decision shortly about the order of priority."

4.21. A list of these 44 sites may be seen at Appendix VI

4.22. It has been further stated during evidence that, ".....the progress of harbours was found to be bit slow and not upto the target. The reasons were that it was found that we do not have pre-investment survey reports in most cases and foreign exchange was involved in preparing these pre-investment survey reports because foreign consultants required their payment in foreign exchange. So we thought it best to approach the United Nations Special Fund to give us this assistance and it took sometime for the scheme to go through and now it has gone through and a short while ago, the scheme has started work."

4.23. In reply to a question it has been stated during evidence that this project will be worked in close coordination with the State Governments. The Committee have been further informed that, "The project authorities will not be examining the plans which have already been drawn up unless any State Government makes a specific request on the ground that the original plan is not entirely satisfactory."

4.24. The Committee have been further informed that some of the sites which had earlier been recommended by the F.A.O. experts are included in these 44 sites. These are as follows:—

(i) Gujarat	(1) Dumas ;
	(2) Mangrol;
(ii) Maharashtra	(3) Dahanu;
(iii) Mysore	(4) Malpe;
	(5) Moolky
(iv) Andhra Pradesh	(6) Krishnaapatnam;
(v) Orissa	(7) Chandnipal;
(vi) West Bengal	(8) Kagdwip,
	(9) Frazergunj;
	(10) Rosulpur; and
	(11) Mandermoni Canal

4.25. The Committee note the Plan of Operation for Pre-Investment Survey of Fishing Harbours under the auspices of United Nations Development Programme (Special Fund).

4.26. The Committee agree that pre-investment survey is an essential pre-requisite for the development of a harbour. They note that the progress in the construction of fishing harbours in India had been slow due to the non-availability of consultant engineers in the country who could prepare the pre-investment survey reports. The Committee suggest that sufficient number of Indian engineers and technicians should be attached with their foreign counterparts, who are expected to prepare the pre-investment reports under the auspices of United Nations Development Programme, so that they could be properly trained to work independently in the future development of not only fishing harbours but commercial harbours also.

4.27. The Committee trust that the whole project would be executed in close coordination and collaboration with the concerned State Governments and the State Port Authorities. The Committee would also stress that in the cases of sites where pre-investment surveys have been completed, there should be no delay in starting the construction work.

D. Construction

4.28. The Committee have been informed that during the Second Five Year Plan, two sites were taken up for construction for provision of landing and berthing facilities. They were Veraval in Gujarat and Cuddalore in Madras. During the Third Five Year Plan, 16

additional sites were taken up for provision of landing and berthing facilities. No fishing harbour was completed during the Second Plan. One fishing harbour was completed during the Third Five Year Plan—Cuddalore in Madras State.

4.29. It has further been stated that no specific targets were set down for construction of these fishing harbours, since the construction of these harbours depended upon the State's resources, capacity of the organisation under-taking the construction etc. A statement showing the position of works may be seen at Appendix VII.

4.30. Asked whether the estimates have gone up owing to the delay in completing the projects it has been stated in a written note submitted to the Committee that the estimates are likely to go up owing to the delay in completion of the project. The extent to which they go up can only be estimated accurately as the work progresses.

4.31. Asked about the progress of work on 17 ports carried over to the IVth Plan, the Committee have been informed during evidence that, "In the Fourth Plan, in the first year 8 of them, which were taken up, were completed." They have been further informed that "the rest of them (i.e. nine) are likely to be completed this year or next year." Explaining the reasons for slow progress in the work, the representative of the Ministry has stated during evidence that, "in general the position has been that we have not so far specified target dates for completion of the work. But as for the reasons for the slow progress in earlier years, it was that the State had to find half the money.... Many of the States find it difficult to make necessary provision. That is why we have taken up this matter with the Planning Commission. We thought that in terms of State priorities there were so many demands that they were not able to earmark sufficient funds for this purpose. Therefore, we have specifically come to an agreement with the Planning Commission to take this over as centrally sponsored scheme. During 1966-67, the first year of the Plan period, the States were not very enthusiastic about it because there again half the money would have to be found by them. But now that it has been stated that we will spend the money, we expect much more work to be done and against a provision of 20 lakhs which we had made in the previous year, we have made a provision of 50 lakhs."

4.32. The Committee are surprised to learn that no specific targets and time-limits have been laid down for completing the construction of fishing harbours with the result that out of the two fishing harbours taken up for construction during the Second Five Year Plan, none could be completed during that Plan and only one could be completed during the Third Five Year Plan. Although construction

of 16 additional fishing harbours was taken up during the Third Five Year Plan, all had to be carried over. In this connection, the Committee are distressed to note that the estimates of expenditure are likely to go up owing to the delay in completion of the construction work. The Committee would therefore, urge that specific targets and time-limits should be laid down for all such construction work in future. They also suggest that the whole procedure of constructing fishing harbours should be streamlined so as to bring about improvements and quick results.

4.33. The Committee note that the States were not very enthusiastic in the past about the provision of landing and berthing facilities as half the money would have to be found by them. Now that the Central Government has undertaken to meet the entire expenditure on the Provision of Landing and Berthing Facilities at Minor Ports, the Committee hope that the pace of construction of fishing harbours will be accelerated.

E. Retirement of Personnel

4.34. At the 5th meeting of the Central Board of Fisheries held in Bombay in November, 1965, it was recommended, *inter-alia* as follows:—

- (i) Each State should have a small team of technical personnel trained in the harbour project.
- (ii) The State Unit could utilise the services of consultants attached to major ports in that region for finalising the details of plans on payment of fees.

4.35. So far as the recommendation at (i) is concerned, it has been stated that the State Governments of Gujarat, Maharashtra, Mysore, Kerala, Madras, Andhra Pradesh and Orissa have the necessary technical personnel for the harbour works. So far as recommendation at (ii) is concerned, it has been stated that no action is required by the Ministry of Food, and Agriculture.

4.36. The Committee, however, have noted that under the Fourth Plan, provision of landing and berthing facilities at minor ports have been made also in West Bengal, Goa, Pondicherry, Andamans, Laccadives and Minicoy islands. Asked about the position of trained technical personnel for the harbour projects in these States, the representative of the Ministry has stated during evidence that, "West Bengal Government were requested to take up this and they have indicated that they will take the assistance of the Calcutta Port Commissioner. At Andamans and Laccadives, the Ministry of Transport are looking after the harbour works. That applies also to Minicoy islands. In Goa, there is PWD which can look after this work. In Pondicherry

the problem is not very vital because there are not many sites which can be taken up. They have also got a State P.W.D."

4.37. In reply to a question, it has been stated during evidence that, "There are certain reasons why the States did not spend much on harbour works in the Third Plan and also in the first year of the Fourth Plan because the pattern of assistance was the same. I do not think it was due to lack of technical personnel."

4.38. About the recommendation mentioned at (ii) above, it has been stated during evidence that, "Since the State Governments are primarily concerned with the recommendation, they were requested to intimate the action taken by them and almost all the maritime States have accepted the recommendation and have told us that they will utilise the services of the consultants attached to major ports, if necessary. Most of these ports have engineering units of their own."

4.39. In reply to a question, it has been stated that, "The technical know-how for the investment survey is not adequate. That was the reason why we went to United Nations Special Fund for assistance. But, we have developed sufficient constructional know-how and we can execute the projects after the specialised surveys have been completed and full plans and specifications have been drawn by Government."

4.40. As regards the constructional know-how it has been stated during evidence that that was available in the country.

4.41. While noting that the technical and constructional know-how and the technical personnel required for constructing fishing harbours are available in the country, the Committee would stress the need for developing technical know-how as regards pre-investment survey also in the country. They hope in due course dependence on foreign experts in this particular direction will be totally eliminated.

F. Requirement of Equipments

4.42. Asked whether all the machinery required for the construction of a fishing harbour is available in the country, it has been stated during evidence that, "General representative machinery is available, but the quantity is not sufficient, of course, Tatas have already started manufacturing big cranes but they are not able to supply them in adequate quantity. If we want to expedite the work, we have to weigh the pros and cons of getting some foreign equipments."

4.43. The Study Group of the Estimates Committee which visited the Tuticorin Harbour in September, 1967 have been informed that, "For the construction of the Fishing Berth as well as the main Har-

bour, no experts are needed from foreign countries. But the requisite heavy equipment for the construction of the deep sea marine works have to be acquired sufficiently in advance." In reply to a question, the Study Group have been further informed that, "Indian firms could undertake the construction of marine works in the deep sea either by themselves procuring the requisite equipment or with foreign collaboration for equipment, etc."

4.44. The Committee have been informed during evidence that. "The main requirements that have been assessed are with regard to heavy machinery like the cranes, shovels, etc. which are being obtained by the Port Trusts by obtaining foreign exchange."

4.45. The Committee would like to stress that the work in connection with the construction of fishing harbours should not be allowed to suffer due to lack of requisite equipment. They suggest that inescapable and immediate demands for efficient execution of the projects should be noted down and efforts made to get them on loan from port authorities. Failing this these may be obtained under some foreign aid programmes. At the same time concerted efforts should be made to develop the equipment indigenously.

CHAPTER V

FINANCE

A. Pattern of Assistance

5.1. Asked about the pattern of assistance for development of Fishing Harbours during the Second and Third Five Year Plan periods, it has been stated in a written note submitted to the Committee that the landing and berthing facilities at minor ports was a State Plan scheme during the Second and Third Five Year Plans. A pattern of assistance of 50 per cent. Grant and 50 per cent. Loan was laid down for this scheme under Grow More Food Programme during the Second Plan. The same pattern of assistance was continued during the Third Five Year Plan, but assistance was made available under the overall assistance given to Agricultural Schemes.

5.2. The development of fishing harbours at major ports was, however, categorised as a central scheme during the end of Third Five Year Plan and it continues to be so during the Fourth Five Year Plan. 100 per cent. expenditure on central schemes is met by the Central Government.

5.3. Asked about the quantum of loans and grants given to the State Governments for the development of Fishing Harbours during the Second and Third Plan periods, it has been stated in a note furnished to the Committee that the State Governments were claiming the Central assistance for State Plan schemes on broad Major Heads of Development like, Fisheries, Animal Husbandry, Agriculture, etc., based on the expenditure figures furnished by the respective Departments. The Claims were not made schemewise. Besides, the State Governments were authorised to make adjustments not only within the schemes under the same Major Head of Development but also within different Major Heads of Development provided the over-all assistance on the Agricultural schemes did not exceed the provision approved. Therefore, separate figures of central assistance for the scheme are not available.

5.4. Asked how much amount was actually utilised and what was the share of the State Governments in regard to the works undertaken during the Second and Third Plan periods, the Ministry have furnished a statement to the Committee which may be seen at Appendix VIII.

5.5. The Committee have been further informed that with effect from the Fourth Plan, the scheme relating to the provision of landing and berthing facilities at minor ports has been taken over as a centrally sponsored scheme. The plan provision is Rs. 500 lakhs. During 1966-67, the pattern of assistance was 50% grant and 50% loan. The Planning Commission has indicated that the assistance from 1.4.1967 will be 100% grant and therefore, the rest of the amount i.e. Rs. 4,80,234 lakhs (Rs. 500—Rs. 19.776 lakhs) will be grant for the rest of the Fourth Five Year Plan. Thus the total grant for the Fourth Five Year Plan will Rs. 489.22 lakhs.

5.6. The amounts of loans and grants given during 1966-67 has been stated to be as follows:—

(Figures in lakhs of Rupees)

State	Loan	Grant	Total
I	2	3	4
Madras			
Cuddalore	1.25	1.25	2.50
Gujarat			
Veraval	0.15	0.15	0.30
Jaffrabad	0.15	0.15	0.30
Umbergao	0.20	0.20	0.40
Kolak	0.05	0.05	0.10
Porbander	0.015	0.015	0.030
	0.565	0.565	1.130
Maharashtra			
Karanja	0.21709	0.21709	0.43418
Satpati	0.06000	0.06000	0.12000
Theronda	0.00336	0.00336	0.00672
Veleneshwar	0.00316	0.00316	0.00632
Kelwa	0.00057	0.00058	0.00115
Thal	0.00689	0.00689	0.01378
	0.29107	0.29108	0.58215
Mysore			
Malpe	0.84	0.84	1.68
Bhurdol	1.00	1.00	2.00
Kagalthani	0.25	0.25	0.25
Mangalore	0.50	0.50	1.00
	2.59	2.59	5.18

1	2	3	4
Kerala			
Baliapatem	2.01	2.01	4.02
Cannanore	0.7275	0.7275	1.455
(Moplabay)			
Baypore	1.050	1.050	2.100
Ponnani	0.870	0.870	1.740
	<u>4.6575</u>	<u>4.6575</u>	<u>9.315</u>
Andhra Pradesh			
Kakinada	0.500	0.500	
Orissa			
	..	..	..
West Bengal			
	..	..	..
Pondicherry	0.035	0.035	0.700
Goa	..	..	..
Andaman Island	..	..	..
Lacadive	..	..	..

5.7. The amounts of grants envisaged during the Fourth Five Year Plan have been stated to be as follows:—

State	1957-68		1967-68	1968-69	1969-70	1970-71
	Loan	Grant	Grants			
	(Rupees in Lakhs)					
Gujarat	0.565	0.565	10.00	10.00	8.00	8.00
Maharashtra	0.291	0.291	15.00	10.00	10.00	10.00
Mysore	2.59	20.59	20.00	15.00	10.00	10.00
Kerala	4.657	4.657	61.80	50.00	50.00	50.00
Madras	1.25	1.25	25.00	15.00	15.00	10.00
A.P.	0.500	0.500	8.00	5.00	5.00	5.00
Orissa	..	..	5.00	5.00	3.00	..
W.B.	..	..	..	5.00	5.00	..
Goa	..	..	3.00	2.00	..	..
Pondicherry	0.035	0.035	0.00	..	..	..
Andamans	..	..	1.00	2.10	4.00	7.00
Lacadive	..	..	0.50	0.90	..	..
	<u>9.888</u>	<u>9.888</u>	<u>150.00</u>	<u>120.00</u>	<u>110.00</u>	<u>100.00</u>

5.8. The details and mode of working of (i) centrally sponsored scheme for landing and berthing facilities, and (ii) central scheme for fishing harbours have been stated to be as follows:—

“The centrally sponsored scheme of landing and berthing facilities at minor ports envisages the development of landing and berthing facilities at ports other than major ports. The plans and estimates for these harbours are prepared by the State Governments themselves and submitted to this Ministry for technical scrutiny. After the plans and estimates are technically scrutinised, an administrative approval is issued, in favour of the State Government, to expand on the scheme for which budget provision is made by them in their State budget. The State Governments at the close of the financial year, intimate the audited figures of expenditure incurred by them during the year on this scheme and claim reimbursement. This is reimbursed according to the pattern of assistance laid down for the scheme, which is 100 per cent Grant at present.

The Central Scheme of landing and berthing facilities at major ports envisages the construction of landing and berthing facilities at ports declared ‘Major’ by an Act of Parliament. The plans and estimates for these harbours are prepared by the Port Trust Authorities and technically examined by this Ministry. The entire expenditure is met by the Ministry of Food and Agriculture and necessary funds are deposited in advance with Port Trust Authorities.

In case of the Centrally sponsored scheme of landing and berthing facilities at minor ports, the executing authority is the Port Department or Public Works Department of the State Government as the case may be. In case of Major Ports, the executing authorities are the Major Port Authorities. Both the State Governments and the Port Trust Authorities are required to submit periodical reports indicating the progress made towards the construction of harbours and the expenditure incurred thereon. Besides this, the technical officers of this Ministry, while on tours to the sites, check up physically the progress made in implementation of the schemes. In case of minor ports, the Central assistance is finally released to the State Governments at the end of the year on the basis of audited figures of expenditure submitted by them.

The provision for development of landing and berthing facilities at Major Ports is made in the Ministry's budget. In case of minor ports, the State Governments make provision initially in their budget, but the expenditure incurred by them on minor ports is reimbursed from the funds provided under Grants in the Budget of Ministry of Finance."

5.9. The Committee are surprised to note that the Ministry do not have separate figures of loans and grants given by the Central Government to the States during the Second and Third Plan periods with regard to landing and berthing facilities. In the absence of such statistics of the Committee can only conclude that the control of the Ministry in regard to the proper utilisation of the funds placed at the disposal of the State Governments was ineffective.

5.10. The Committee are distressed to note that there are heavy shortfalls in expenditure both on the Second Five Year Plan and Third Five Year Plan schemes. They need hardly emphasise that co-ordinated efforts should be made to complete the schemes within the Plan period itself and avoid spill-over of projects from one Plan to another. They suggest that necessary corrective measures should be taken immediately so as to ensure that the schemes included in the next Plan are completed within the stipulated time and funds provided for the purpose are utilised properly and fully.

B. Assistance from World Bank

5.11. The Committee have been informed during evidence that the intention of the Government to set up Fisheries Projects at five ports—Bombay, Madras, Mangalore, Tuticorin and Visakhapatnam was communicated to the World Bank. The World Bank sent two Study Teams which they called Preparatory Missions and these two Study Teams made detailed studies and furnished reports on three ports of Mangalore, Tuticorin and Visakhapatnam. The representative of the Ministry has further stated during evidence—

"We considered these reports and drew up complete project reports on our own for all the five ports and referred the matter to the World Bank. The World Bank has indicated that they want to make a further study before they decide on giving financial assistance. The discussions with the World Bank are not likely to be finalised till some time early in 1969. So what we propose to do in respect of major ports is to go ahead on our own rather than wait for the World Bank assistance. As for

the work which remains after April, 1969, when the arrangements will be finalised, we hope the World Bank will be in position to give us assistance."

5.12. It has further been stated during evidence that, "The latest position is that another World Bank mission is now going round Bombay and Madras. We do not yet know the results of their study."

5.13. The Committee have been further informed that the Ministry had originally estimated that the total amount required for the three projects at Mangalore, Tuticorin and Visakhapatnam would be in the region of Rs. 20 crores. They envisaged that the World Bank might give them a sum of about Rs. 15 crores which would have helped the Government of India in its ways and means position in relation to foreign exchange.

5.14. In a written note furnished to the Committee it has been stated that the total estimate for all the five ports is Rs. 23 crores. The Committee desired to have the break-up of this figure. In reply it has been stated in a written note submitted to the Committee that this estimate of Rs. 23 crores made by the Government of India is not only for the construction of these five harbours but also includes the cost of vessels, ice-plants, cold storages, freezing plants and frozen storages. The break-up of Rs. 23 crores is as follows:—

Items	Bom- bay	Mad- ras	Tuti- corin	Manga- lore	Visakha- patnam	Total
Vessels	350.00	286.00	360.00	70.00	184.00	1160.00
Shore-installations	58.44	58.44	58.44	48.44	28.65	247.41
Harbour costs	265.00	357.40	198.00	27.00	47.25	889.65
	683.44	701.84	611.44	145.44	154.90	2297.06
						say Rs. 23.00 crores.

5.15. It has been stated during evidence by the representative of the Ministry that, "When we gave the figure of 23 crores we were giving the figure of the cost of the harbour facilities, the shore equipment and also the vessels which we felt would be immediately brought into action, by the provision of these harbour facilities and shore equipment. It does not mean we will spend the entire 23

crores out of Government funds. The original concept was what we would probably set up corporations which would operate the fishing vessels. The staff would be more or less Government staff because they would be corporation staff. In the course of our examination of the project, this concept underwent change. We felt that for the Government to take up this kind of project, the machinery of Government had not been fully developed. We felt that it might be much more practicable idea to have the actual fishing operations done by the cooperatives and by private industry."

5.16. The Committee are glad to note that the Government propose to go ahead on their own with regard to the work on the five major ports rather than wait for the World Bank assistance. The Committee hope, however, that Government would be able to secure the necessary assistance from the World Bank as soon as the work of the Study Team, which is going round the ports, is completed.

NEW DELHI;

March 23, 1968.

Chaitra 3, 1890 (Saka).

P. VENKATASUBBAIAH

Chairman,

Estimates Committee,

APPENDIX I

(Vide Para 2·1 of the Report)

Statement showing the fishing Fleet available in the Deep Sea Fishing Organisation during each of the Three Plan Periods

First Five Year Plan

Name of the Vessels

1. M.T. Ashok
2. M.T. Pratap
3. M.F.V. Bumili
4. M.F.V. Champa
5. M.F.V. Meera
6. M.F.V. Durga

Second Five Year Plan

1. M.T. Pratap
2. M.F.V. Bumili
3. M.T. Ashok
4. M.F.V. Champa
5. M.F.V. Bangada
6. M.F.V. Jhecnga
7. M.F.V. Gudjon
8. M.F.V. Durga
9. M.F.V. Samudra
10. M.F.V. Tarpon
11. M.F.V. Flying Fish
12. M.F.V. Meera
13. M.F.V. Sagar Pravasi
14. M.F.V. Sagar Kumari
15. M.F.V. Sagar Sundari
16. M.F.V. Sagar Vihari
17. M.F.V. Sagar Kanti
18. M.F.V. Sea Horse
19. M.F.V. Meenalochani
20. M.F.V. Sardinella
21. M.F.V. Meenakshi

Third Five Year Plan

1. M.T. Ashok
2. M.T. Pratap
3. M.F.V. Jheenga
4. M.F.V. Bumili . . . Auctioned during July, 1967.
5. M.F.V. Champa
6. M.F.V. Kalyani III . . . Capsized during July, 1965.
7. M.F.V. Kalyani IV .
8. M.F.V. Kalyani V
9. M.F.V. Meena Bharati . . . Newly constructed by M/s.
Mazagon Dock Ltd., Bombay
received during May, 1965.
10. M.F.V. Flying Fish
11. M.F.V. Bangada . . . Transferred to CIFO in January,
1964.
12. M.F.V. Sagar Kanti . . . Auctioned during August, 1964.
13. M.F.V. Sagar Vihari . . . Auctioned during July, 1967.
14. M.F.V. Gudjon . . .
15. M.F.V. Meenalochani . . .
16. M.F.V. Sardinella } Auctioned during October, 1965.
17. M.F.V. Meenakshi
18. M.F.V. Sea Horse . . . Auctioned during August, 1967.
19. M.F.V. Meera . . . Auctioned during July, 1967.
20. M.F.V. Durga
21. M.V. Tarpon . . .
22. M.V. Samudra . . . } Transferred to CIFO during
April, 1967.
23. Dan Boat II
24. M.V. Sagar Pravasi
25. M.V. Sagar Kumari
26. M.F.V. Sagar Sundari.

APPENDIX II

(Vide para 2·1 of the Report)

Sources from where the vessels of the Deep Sea Fishing Organisation were received—Name of Country/Organisations.

Name of the Vessels	Particulars of Receipt	Remarks
(1)	(2)	(3)
1. M.T. Ashok	Procured from Holland for the department during 1949-50. Built at U.K. for the dept. during the year 1949-50. Received by the department under TCM during the year 1955.	M.F.V. Bumili decommissioned & disposed during July, 1967. M.F.V. Bangada transferred to CIFO during 1964. M.F.V. Meera decommissioned & disposed during July '67.
2. M.T. Pratap		
3. M.F.V. Bumili		
4. M.F.V. Champa]		
5. M.F.V. Bangada		
6. M.F.V. Durga		
7. M.F.V. Meera		
8. M.F.V. Jheenga	Received under TCM during 1958. Originally received by the former Govt. of Bombay under TCM Aid Programme during 1954-55. Taken over by the Govt. of India during 1958.	Sagar Kanti decommissioned & disposed during 1964. Meenalochani decommissioned & disposed during 1965. Sagar Vihari decommissioned & disposed during 1967.
9. M.L. Sagar Kanti		
10. M.L. Sagar Pravasi		
11. M.L. Sagar Kumari		
12. M.L. Sagar Sundari		
13. M.L. Sagar Vihari		
14. M.L. Meenalochani		
15. M.V. Tarpon	Originally received by the Kerala Govt. under TCM Aid Programme during 1954-55. Taken over by the Govt. of India during 1958. Originally received by the Govt. of Madras under TCM Aid Programme during 1954-55. Taken over by the Govt. of India during 1958.	Tarpon & Samudra transferred to CIFO during January, 1967 Sardinella & Sea Horse decommissioned & disposed during '65 & '67. Decommissioned & disposed during October, 1965.
16. M.V. Samudra		
17. M.V. Sardinella		
18. M.V. Sea Horse		
19. M.V. Gadjon		
20. M.V. Meenakshi		

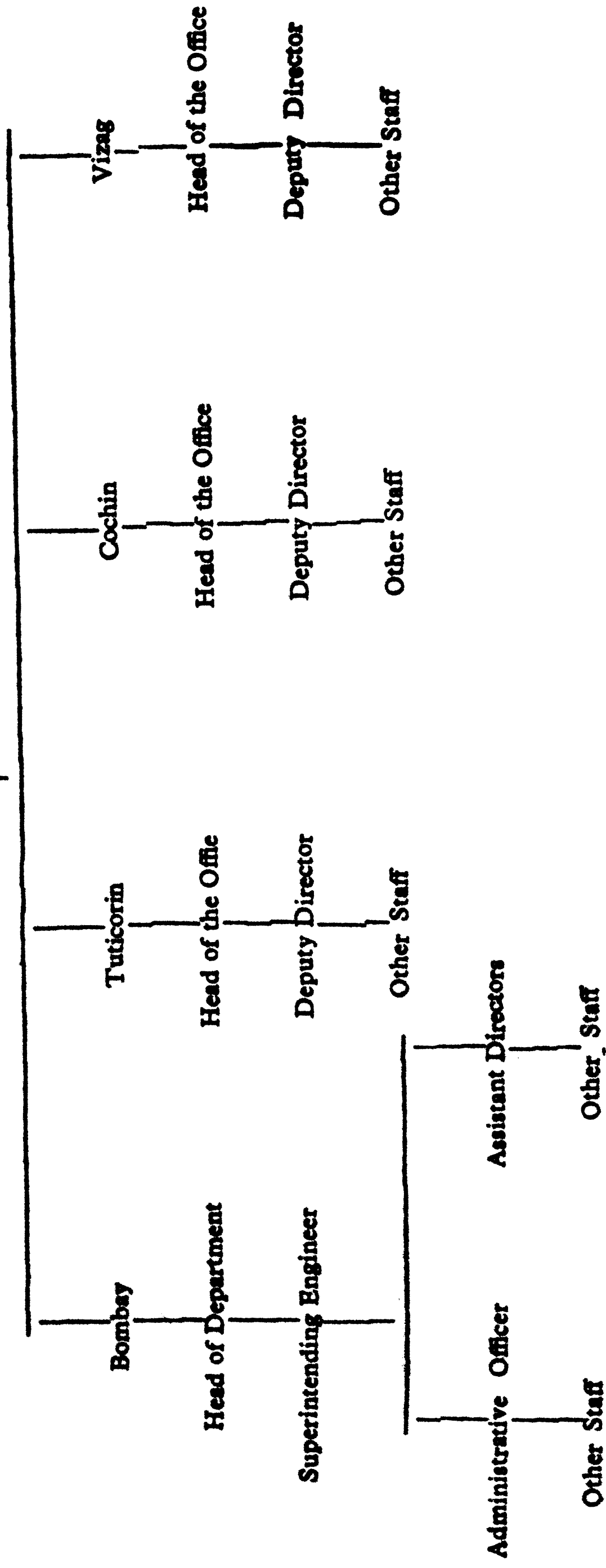
21.	M.V. Flying Fish	Received from Indo-Norwegian Project during 1962. Original received from TCM.
22.	Dan Boat II	Received under FAO during 1962. Original receipt not known.
23.	M.F.V. Kalyani III	Originally received by the Govt. of West Bengal under TCM Aid during 1953.
24.	"	Taken over by the Govt. of India during '64.
25.	"	
26.	M.F.V. Meenabharati	Built in India by M/s. Mazagon Dock Ltd., Bombay for this dept. Received during May, 1965.

APPENDIX III

(Vide Para 3.1 of the Report)

DEEP SEA FISHING ORGANISATION

DEEP SEA FISHING SCHEME
SUPERINTENDING ENGINEER
HEAD OF THE DEPARTMENT



APPENDIX IV

(Vide Para 3·16 of the Report)

Assistance rendered to fishing industry by the Deep Sea Fishing Organisation
Statistical details for the last three years

Name of the Party	Nature of assistance rendered
1. Shri D. S. Deveecha, owner of Fishing vessel 'Doria Daulat'.	Rigging up his vessel with modern fishing gear.
2. Shri Mohammed Ibrahim, owner of Trawler 'Mehboob' Bombay.	Rigging up his vessel. Fishing gear designed and fabricated under the supervision of this department.
3. Officer-in-charge, Central Institute of Fisheries Technology, Bombay.	Fabricated and supplied one Brass Bush for mixer's propeller assembly.
4. Owner of vessel 'Stella Maris' Bombay.	Rigging up his vessel with latest type of fishing gear.
5. Directorate of Fisheries, Maharashtra.	Guidance and advice given for the modern fishing gear for some of the fishermen of Kolaba District.
6. Directorate of Fisheries, Maharashtra.	Designs of trawl nets (12m. & 14m.) were supplied.
7. Central Institute of Fisheries Education, Bombay.	Fabrication of Frames for 'Trynets' were carried by the departmental workshop.
8. Shri Abdul Ranji Haji Maju, owner of the vessel 'Sagarkanti'.	Latest type of fishing gear fabricated under the supervision of this department, guidance and assistance rendered for the alteration and conversion of the vessel into a trawler.
9. Shri B.S. Tascano, Vensto Launch Service, Bombay.	For Rigging up this vessel 'Petrus' necessary guidance was given. One 16 m. trawl designed and fabricated under the supervision of this department.

Name of the Party	Nature of assistance rendered
10. Holkar Science College, Indore.	Facilities were entrusted for a batch of students to see the activities of this department. Necessary demonstration and lectures were given regarding the operation of different types of fishing gears.
11. M/s. Surudha Fisheries, Bombay	Designed the trawl net for their vessel and sketches were given for the other boards, etc.
12. M/s. Cochin Co. Ltd.	Designed suitable fishing gear for their vessel with O.A.L. 61 ft.
13. Shri S.B. Tandel, Bombay	Suitable fishing gear designed for his vessel, O.A.L. 40 ft.
14. M/s. Parker Navigation Co.	Assistance were rendered for converting their one of the vessels into a trawler.
15. Shri Premji Santandal Dewachia from Diu.	Assistance rendered for rigging up his vessel (O.A.L. 36') with modern types of fishing gear.
16. Institute of Science, Bombay	Students were permitted to go on board the vessels for observations and studies.
17. D. S. B. Government College, Nainital.	Do.
18. Shri Mohammed Ibrahim Peer-khan, Bombay.	Shrimp trawl designed and fabricated under the supervision of this department.
19. Shri M.F. Khan, Dongri, Bombay	Advise regarding specifications, gear has been given for his proposal to have a fishing trawler.
20. Orissa Fisheries Development Corporation, Cuttack.	Fishing gear designed for their Polish trawlers—B.H.P. 170.
21. Director of Fisheries, Maharashtra.	Fishing gear designed for their vessel 'Varsha'.
22. St. Xavier's College, Bombay	Assistance rendered to a student for collection of Sea Water.

Name of the Party	Nature of assistance rendered
23. M/s. Parker Navigation Co.	. 12m. & 14m. Trawl nets designed for them.
24. M/s. International Fisheries Ltd., Bombay.	Designed 55' Shrimp trawl net.
25. Mr. D' gama, Bombay, Mr. G.D. Mc-Callum of M/s. Greaves Cotton & Co. and Mr. R. Wilbert, Chief Engineer of Ruston Hornsby (India) Ltd.	Arrangements made for their trips on board the vessels as they were interested in the modern trawling techniques for floating fishing companies.
26. Maharashtra Machimar Sahakari Sangh Ltd., Bombay.	Information given regarding this requirement of hallow and otter boards for a vessel of 45 ft.
27. Shri S. A. Koyande, owner of a vessel 'DEVKI'.	Advice as required was given for a suitable engine for his vessel.
28. M/s. M. N. Narwekar & Co. Bombay.	Designed suitable otter boards and trawl nets as required by the party.
29. The Central Institute of Fisheries Education, Bombay.	Fabricated Tagging craddle for the Mackerel Tagging Programme during 1966.
30. Shri N. P. Dandekar, Thanna	. Assistance rendered for the procurement of suitable fishing gear for his vessel (OAL 43' 6").
31. Shri Usman Haroon San-gare, Bombay.	Suitable fishing gears designed for his vessel 'M. L. Madina'.
32. Lt. Col. D.B. Mohindra, I.N.S. Kistna.	Sl. No. 32 & 33 They were permitted to go on board the departmental vessel M.F.V Jheenga so as to observe the fishing operations.
33. Mr. Reynard, Deputy High Commissioner, U.K.	
34. St. Xavier's College (Micobiology department) Bombay.	Collection of samples—assistance was rendered.
35. Yusuf Ismail Musthan	. Suitable fishing gear designed and fabricated under the supervision of this department.

Name of the Party	Nature of assistance rendered
36. M/s. Borosil Glass Works Ltd., Bombay-7.	Information regarding the manufacturing of glass floats have been given.
37. M/s. East Asiatic Company, Bombay.	Technical guidance given regarding the working of some propellers imported by them.

APPENDIX V

(Vide Para 3.27 of the Report)

Budget grants etc. of the Deep Sea Fishing Organisation.

Year	Budget Grant			Final Provision after re-appropriation			Actual Expenditure		
	Non-Plan	Plan	Total	Non-Plan	Plan	Total	Non-Plan	Plan	Total
I	2			3			4		
	Ra.	Ra.	Ra.	Ra.	Ra.	Ra.	Ra.	Ra.	Ra.
<i>Deep Sea Fishing Station, Bombay</i>									
1964-65	.	11,76,000	43,800	12,19,800	8,18,800	32,200	9,73,478	31,531	10,04,999
1965-66	.	5,45,300	29,400	5,74,700	7,10,870	2,37,260	6,90,428	2,49,438	9,38,866
1966-67	.	8,12,000	2,93,500	11,05,500	9,86,760	13,670	10,10,661	12,662	10,23,323
<i>Offshore Fishing Station, Cochin</i>									
1964-65	.	5,02,100	1,37,700	6,39,800	6,66,400	54,700	6,75,290	40,302	7,15,592
1965-66	.	5,38,400	2,08,700	7,37,100	6,60,900	1,01,900	6,41,675	98,304	7,39,979
1966-67	.	4,97,600	..	4,97,600	6,56,160	..	6,33,483	..	6,33,483
<i>Offshore Fishing Station, Tuticorin</i>									
1964-65	.	3,04,600	81,000	3,12,700	2,38,200	92,400	2,31,764	88,004	3,19,768
1965-66	.	2,17,000	53,800	2,70,800	1,98,600	1,01,200	1,93,187	92,999	2,86,186
1966-67	.	2,40,000	..	2,40,000	2,50,100	..	2,49,472	..	2,49,472

1	2			3			4		
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
<i>Offshore Fishing Station, Visakhapatnam</i>									
1964-65	.	6,14,100	1,85,000	7,99,100	4,70,800	1,30,600	6,01,400	4,22,856	1,26,576
1965-66	.	3,46,800	1,19,700	4,66,500	4,39,300	35,500	4,74,800	4,27,994	30,552
1966-67	.	4,07,400	..	4,07,400	5,28,940	..	5,28,940	4,92,124	..
									4,92,124

APPENDIX VI

(Vide Para 4.21 of the Report)

List of ports proposed for pre-investment survey under U.N.S.F. Project

A. GUJARAT STATE

1. Madhwad
2. Dumas
3. Mangrol

B. MAHARASHTRA STATE

4. Dahanu
5. Arnalla
6. Bandra
7. Murud
8. Mandwa
9. Jaigadh
10. Mirkawada
11. Vijayadurg

C. GOA STATE

12. Donopaula
13. Conacona
14. Chapora

D. MYSORE STATE

15. Tadri
16. Honnavar
17. Malpe
18. Moolky
19. Kapu

E. KERALA STATE

20. Palacode
21. Dharmadam
22. Chandragiri
23. Quilandy

F. MADRAS STATE

24. Ennore
25. Port Novo

G. PONDICHERRY

26. Karaikal

H. ANDHRA PRADESH STATE

27. Krishnapatam
28. Vodalrevu
29. Divi (Gullalmodha)
30. Bimilipatam
31. Gundalkamma

I. ORISSA STATE

32. Chandipur
33. Chandnipal
34. Odhuva
35. Kirtaina
36. Sonapur
37. Naugao

J. WEST BENGAL STATE

38. Kagdwip
39. Frazergunj
40. Rosulpur
41. Mandarmoni Canal
42. Namkhana
43. Raidighi
44. Port Canning

APPENDIX VII

(Vide Para 4.29 of the Report)

Statement showing the position of works carried over to Fourth Plan

Sl. No.	Names of States and the Ports	Cost of the Works (Rs. in lakhs)	Estimate prepared in the year	Expd. upto the end of 3rd Five Yr. Plan	Expenditure during the year 1966-67	The estimates have gone up by in %	Reasons for delay and spill-over
1	2	3	4	5	6	7	8
A. GUJARAT							
1	Porbunder . . .	2.25	1965	0.215	0.03	..	Work has been just started.
2	Varaval . . .	50.47	1956	28.25	0.30	16%	Work completed. The commercial port and the fishing harbour were taken up simultaneously by the Port Dept. The magnitude of work was large and also involved manual rock cutting.
3	Navabunder . . .	1.63	1963	1.023	0.61	Nil	Work completed.
4	Jaffrabad . . .	4.40	1964	4.296	0.30	2%	Work completed.
5	Umbargao . . .	3.38	1964	1.052	0.40	Nil	Jetty is under construction. It is expected to be completed during 1967-68.
B. MYSORE							
1	Karwar . . .	35.00	1963	2.023	2.16	..	Work is in progress. The site has been cleared and approach roads have been completed. This project is being carried out as a part of the INP and the design for the wharf has just been finalised in consultation with the Norwegians.

2	Kagal Hani	0.90	1965	0.40	0.50	Nil	Work completed.
3	Bhatkal	3.25	1965	0.586	2.00	Nil	Work is nearing completion and will be completed during 1967-68. This work was carried out by the Port Deptt. along with the work of the Commercial Port.
4	Mangalore	3.00	1964	1.515	1.00	About 5%	Work is in progress and is expected to be completed by 1967-68.

KERALA

1	Vizinham	173.00	1961	47.61	(11.98)	..	The construction of approach roads, preparation of alte tetrapod casting yard, and collection of boulders for the break-water are the works completed. The work on break water has started. The work is of considerable magnitude and the break-water design had to be revised to suit the local construction equipment as from foreign exchange to get a heavy crane was not available.
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2	Cannanore (Mapla Bay)	30.00	1962	14.14	(14.89) 1.455	2%	The break-water has progressed up to 700' and the construction of jetties are nearing completion. The project is expected to be completed during 1967-68. The project is carried out as a part of the I.N.P.
3	Beypore	12.00	1963	5.69	3.20 2.10	Nil	Construction of wharf and reclamation is complete. Dredging along side has to be done. The work is expected to be completed during 1967-68
4	Ballapatam	22.00	1963	8.95	8.00	4.02	The basin is nearing completion. The work is expected to be completed during 1967-68.

1	2	3	4	5	6	7	8			
5	Ponnani	.	.	.	3.45	1964	0.025	2.90	Nil	It was first proposed to construct a wharf and investigations were done. Then a portion of the commercial wharf was acquired but it is now again proposed to construct a wharf as the port is wanting the wharf back.
6	Azhicoe	.	.	.	2.40	1963	1.43	1.00	Very little	Work completed.
D. MADRAS										
1	Nagapattam	.	.	.	5.66	1961	5.065	0.75	Very little	Work completed. The construction was taken up by the P.W.D.
E. ANDHRA PRADESH										
1	Katinada	.	.	.	5.75	1963	5.810	1.00	15%	Work completed. Work was carried out by P.W.D. who were not conversant with the type of work.

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Note :—The figures in brackets indicate the actual expenditure and the figure below the same indicate the amounts reimbursed to States.

APPENDIX VIII

(Vide Para 5.4 of the Report)

Statement showing the plan provisions, utilisation and Share of State Governments in regard to provision of landing and berthing facilities at minor ports during second and third five year plans

(Rs. in lakhs)

		2nd Five Year Plan			3rd Five Year Plan			4th Five Year Plan				
Name of State		Allocation	Utilisa- tion	Share of State	Allocation	Utilisa- tion	Share of State	Total Allocation (Recom- mended by Working Group)	Allocation 1966-67	Utilisa- tion 1966-67	State's Share	
I		2	3	4	5	6	7	8	9	10	11	
1. Gujarat	.	40.00	Nil (32.76 spent from Port outlay)		69.36	12.51 (19.56 spent from Port outlay)		55.00		1.13	0.565	
2. Maharashtra	.	Nil	Nil		0.87	3.01		102.00		0.58	0.290	
3. Mysore	.	1.00	Nil		8.00	8.93		70.67		5.18	2.590	
4. Kerala	.	21.95	0.15		100.00	77.84		275.00		9.31	4.655	
5. Madras	.	7.80	1.26		25.00	11.43		5.00		2.50	1.250	

1	2	3	4	5	6	7	8	9	10	11
6. Andhra Pradesh	.	Nil	Nil	The State's share is limited to the loan portion. The- 7.45	5.81	The State's share is limited to the loan portion. The- 42.00	Rs. 20.00 lakhs for all the States.	1.00	0.500	
7. Orissa	.	Nil	Nil	se figures, separately for this scheme alone are not available for reasons explained under 4(b). The- 0.50	1.42	se figures, separately for this scheme alone are not available for reasons explained under 4(b). The- 12.93		..	..	
8. West Bengal	.	Nil	Nil	Nil	Nil	10.00		..	..	
9. Pondicherry	.	Nil	Nil	Nil	Nil	5.00		0.07	0.035	
10. Goa	.	Nil	Nil	0.67	Nil	5.00		..	..	
11. Andamans	.	Nil	Nil	Nil	Nil	40.00		..	..	
12. Lacadives	.	Nil	Nil	Nil	Nil	1.40		...	..	

APPENDIX IX

Summary of Recommendations/Conclusions contained in the Report

S. No.	Reference to para No. of the Report	Summary of Recommendations/ Conclusions
1	2	3
1.	1.7	The Committee note that of the three great Oceans of the world, the Indian Ocean is the least exploited one, the exploitation amounting to only about 2 million tonnes per annum. They realise the great potentiality of the Indian Ocean and they will attribute its low exploitation to lack of precise knowledge regarding the exploitable fisheries and the low fishing effort. In the opinion of the Committee, although there is scope for intensifying exploitation in the in-shore belt, the main prospect will be in the exploitation of the off-shore and deep-sea resources, which are not being exploited at all at present. The Committee would like the Deep Sea Fishing Organisation to prepare a comprehensive scheme for effective exploitation of the deep sea fisheries for the period ending 1970-71 and plan the strategy for its execution in such a manner that quick results are achieved in the minimum possible time.)
2.	1.8	The Committee would suggest that close liaison and coordination should be maintained with the Central Marine Fisheries Research Institute, which provides the basis for work to the Deep Sea Fishing Organisation, and Central Institute of Fisheries Technology, whose functions in certain spheres appear to be on lines similar to those of the Deep Sea Fishing Organisation. The Committee would also stress the desirability of fostering close relations with other Institutes set up by Central and various State Governments. Close coordination has also to be maintained with the industry, which will ultimately use the results achieved by the Deep Sea Fishing Organisation for commercial exploitation.

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|---|---|---|
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3. 1.19 The Committee are unhappy to note that it has been possible for the Deep Sea Fishing Organisation to survey an area of 19,543 sq. miles only out of the total area of 73,820 sq. miles within the off-shore belt (10 to 40 fathoms) allotted for the purpose since the inception of the Organisation in 1946. As the programmes for survey are drawn up and revised every six months on the basis of availability of resources, the Committee feel that either the targets of survey set down for each station were unrealistic, or the Organisation have failed to achieve its basic objective, namely, charting of new fishing grounds. The Committee have no doubt that had the Deep Sea Fishing Organisation achieved this important objective, the production of fish would have been much more than what it is at present. The Committee would stress that the working of the Deep Sea Fishing Organisation should be geared up in such a manner that each station is made responsible for conducting survey work in a specified area during a specified period. It should be the responsibility of the stations to fulfil the targets within the stipulated period. The reasons for shortfall, if any, in the achievement of the targets should be thoroughly examined and proper remedial steps taken by the Ministry.
4. 1.20 In this context, the Committee note that while vessels from foreign countries are exploiting large fishing areas in the Indian Ocean, such areas are practically unexplored and unexploited by Indian nationals. The Committee hope that as and when larger vessels are made available to the Organisation, exploratory fishing would be conducted in the deep sea belt also.
5. 1.21 The Committee are unhappy to note the way in which the development of fisheries in the Bay of Bengal has been handled. It appears that initially no proper survey was made about the fisheries in the Bay of Bengal and the deep sea fishing operations undertaken by the Government of West Bengal on a commercial scale were unproductive. The Committee note that the Ministry have now drawn up a pilot project for the development of fisheries in West Bengal with Canadian assistance. The project report, *inter alia* includes deep sea fishing in the Bay of Ben-
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gal with the help of three large vessels of 100 ft. to 120 ft. They also note that the project report is under consideration of the Canadian Government. The Committee would like the Ministry to complete the pre-investment survey expeditiously so that activation of the project may not be delayed. The Committee would also like the Ministry to examine whether they could take up the work independently in case there is difficulty or uncertainty about the Canadian assistance.

6. 1.25

Now that the Central Marine Fisheries Research Institute has gone under the control of the Indian Council of Agricultural Research, the Committee would like the Ministry to ensure that the coordination between the Deep Sea Fishing Organisation and the Central Marine Fisheries Research Institute is not in any way disrupted. They hope that the research programmes of the Deep Sea Fishing Organisation will continue to be drawn by the said Institute in consultation with the Fisheries Research Committee. The Committee would also like to emphasise the necessity of completion of the research programmes within the stipulated time and maintenance of close coordination and liaison with the various Sub-stations.

7. 2.7

The Committee are constrained to note that the strength of the fishing fleet at the disposal of the Deep Sea Fishing Organisation has been dwindling from year to year. They are all the more unhappy to observe that the Government seem to have taken no steps to keep up this strength even when they were aware that this strength in itself was considered to be inadequate. The Deep Sea Fishing Organisation cannot be expected to carry out the exploratory work, which is its main objective, smoothly and efficiently without adequate fishing fleet. This may be one of the reasons why the Deep Sea Fishing Organisation is far behind the targets laid down for exploration. The Committee would like the Government to take energetic steps to acquire the necessary fishing vessels as early as possible, the expenditure for which has now been sanctioned. In this connection, the Committee would also like to draw the attention of the Government to the recommendation contained in para 3.29 of

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		their Thirty-Sixth Report (Fourth Lok Sabha) on the Ministry of Food, Agriculture, Community Development and Cooperation (Department of Agriculture)—Central Marine Fisheries Research Institute, Mandapam Camp.
8.	2.8	The Committee would also like the Ministry to investigate whether it is correct that the exploratory fishing activity of the vessels of the Organisation is confined to areas which are too well-known, as has been alleged in the Memorandum furnished to the Committee reproduced at para 2.5 of the Report.
9.	2.15	The Committee note the number of fishing vessels proposed to be acquired during the period ending 1970-71 for fisheries development in the country. They are, however, constrained to observe that not a single fishing vessel has been acquired so far since 1966-67. They are also unhappy to note that there has been an inordinate delay in deciding whether the vessels should be imported or manufactured indigenously. They deplore the complacency shown by the Ministry as well as DGS&D in the matter so much so that they have not yet taken necessary powers to negotiate with the consortia about the production of fishing vessels in India. The necessity of executing such important projects with a sense of urgency and seriousness needs no emphasis. In the circumstances, the Committee would like the Ministry to take effective and immediate steps to finalise the whole question without further delay. They would also like the Ministry to consider in advance the necessary steps that should be taken in case negotiations with the consortia fail, as in such an eventuality there is likelihood of further delay which will adversely affect the development programme.
10.	2.22	The Committee feel that chartering of foreign fishing vessels should not be encouraged as a rule because the cost of charter, which works out to about 30 per cent to 40 per cent of the cost of the vessel (trawler), appears to be prohibitive. They suggest that instead of chartering the vessels, efforts should be made to purchase the vessels outright.

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11.	2.23	The Committee also feel that the proposal to charter the vessels from the USSR merits close and careful consideration. In the opinion of the Committee, harbour and shore facilities in the Indian ports should not be given normally to any of the foreign fishing vessels. Giving of harbour and shore facilities to foreign fishing vessels will further accentuate the difficulties being experienced by the Indian vessels due to inadequacy of such facilities and will be detrimental to interests of Indian Fishing Industry and the country. Adequate safeguards have also to be taken to ensure that this does not affect the development of Indian fisheries particularly fish catches in deep sea in any manner. The Committee would expect the Government to examine such proposals in all details keeping a special watch over the interests of the country, before coming to any conclusions in the matter.
12.	2.29	The Committee note the working of some of the vessels available with the Deep Sea Fishing Organisation. They are, however, distressed to find that the repairs costs of these vessels are very high. As a matter of fact, in some cases the cost of repairs already incurred is almost double the cost of the vessels. The Committee, therefore, suggest that it should be examined whether it will be worthwhile to continue to use some of the vessels even by incurring very high expenditure on repairs or it would be advantageous and economical to have them replaced by new vessels.
13.	2.30	The Committee appreciate that the main job of the vessels of the Deep Sea Fishing Organisation is exploration. As such, fish catches of these vessels cannot be expected to be as high as those of the commercial firms. They, however, feel that efforts can be made to have increased catches of fish while conducting exploratory work, ensuring at the same time that the exploration work of the Organisation does not suffer in any manner.
14.	2.37	The Committee note that the programme of training which was being conducted by the Deep Sea Fishing Organisation since 1952 has been transferred to the Central Institute of Fisheries Operatives in 1964. The Committee also note

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the requirement of technical personnel of the Deep Sea Fishing Organisation on procurement of additional vessels proposed to be acquired by the Government. The Committee hope that the required trained personnel will be available by the time the new vessels become available. They would also suggest that close liaison and coordination should be maintained with the Central Institute of Fisheries Operatives for the purpose.

15. 2.41 The Committee would like to stress that such important projects (acquiring of prototypes of exploratory vessels) should be executed with a sense of urgency as these are vital for the development of India's fisheries.
16. 2.45 The Committee note that workshop facilities for running repairs of minor nature to fishery vessels are available at Cochin, Visakhapatnam and Tuticorin. They, however, feel that in view of the fact that the future development of India's fisheries depends upon the larger vessels, there is imperative need to provide major repair facilities at various ports. They also feel that adequate slip-way and dry-docking facilities have also to be provided at some of the selected ports. The Committee suggest, therefore, that a comprehensive plan for the provision of workshop, slip-way and dry-docking facilities at selected ports may be prepared and executed in a phased manner to avoid difficulties later on. The Committee also suggest that close liaison and coordination should be maintained with the concerned port authorities for the purpose to avoid any overlapping and duplication. They feel that such liaison and coordination with the Indo-Norwegian Project is also imperative as they have built quite a big workshop at Ernakulam and a slip-way is under construction there.
17. 2.48 The Committee feel that the evaluation report submitted by the Joint Commissioner (Fisheries) on the working of the Deep Sea Fishing Organisation merits close and careful scrutiny. The Committee agree that the present programme of work of the Deep Sea Fishing Organisation should be (i) to cover the off-shore grounds upto 40 fathoms in areas not covered as yet; and (ii) to take up exploration of the deep sea particularly with reference to Tuna fish with larger

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		vessels from the bases located in major ports. The Committee expect the Ministry to ensure that the above programme of work of the Deep Sea Fishing Organisation is fully implemented.
18.	2.49	The Committee also feel that there is an imperative need for regularly evaluating the work of the Deep Sea Fishing Organisation to ensure that the results are commensurate with the expenditure incurred.) The Committee have already recommended the periodical evaluation of the Central Fisheries Research Institutes in their earlier Reports. Similar periodical evaluation should be conducted about the working of the Deep Sea Fishing Organisation also.
19.	3.2	The Committee note that the organisational set-up is adequate for the present working of the Deep Sea Fishing Organisation. In view of the fact that the larger fishing vessels are now proposed to be introduced, the Committee feel that the organisational set-up of the Organisation should be reviewed so that it could be geared up to meet adequately the expanding needs of the Deep Sea Fishing Organisation.
20.	3.7	The Committee are glad to note the steps taken for giving incentives to the floating staff engaged in experimental fishing vessels. They are also happy to note that necessary steps have been taken for revising the pay-scales of the boating staff. They hope that a scheme will soon be evolved for giving incentives to the floating staff who are engaged in exploratory vessels.
21.	3.11	The Committee suggest that the financial powers of the Superintending Engineer and the Deputy Directors may be reviewed to ensure that they are adequate to carry on the work of the Deep Sea Fishing Organisation and its various off-shore Fishing Stations promptly and efficiently. In this connection, the Committee would also like to draw the attention of the Government to the recommendation contained in para 2.21 of their Thirty-Sixth Report (Fourth Lok Sabha) on the Ministry of Food, Agriculture, Community Development and Cooperation (Department of Agriculture)—Central Marine Fisheries Research Institute, Mandapam Camp.

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22.	3.19	The Committee do not view the extension activities being undertaken at present by the Deep Sea Fishing Organisation as satisfactory. More collection of useful information without disseminating it to the users, especially the industry, serves no useful purpose. The Committee, therefore, stress that the results achieved through the exploratory cruises and researches being conducted by the Organisation should be immediately passed on to the fishery industry so that they could put them into practical use. The Committee suggest that an integrated scheme for giving publicity to the results achieved by the various Wings of the Organisation may be drawn up and put into operation with the assistance of the State Governments.
23.	3.26	(i) The Committee are unhappy that owing to the non-availability of vessels, two stations started at Mangalore and Veraval had to be closed down in early 1966. For the same reasons proposals to open stations at Paradeep and Port Blair during the Third Five Year Plan did not fructify. The Committee are not sure whether the proposal to start four new stations during the period ending 1970-71 will materialise as that proposal is also linked up with the availability of vessels. The Committee would, therefore, stress that all out efforts should be made to acquire at least the minimum number of vessels required as early as possible. (ii) The Committee also urge that special efforts be made to start the station at Port Blair at the earliest possible opportunity, because of the importance and potentialities of the area for fisheries development.
24.	3.32	The Committee note that there have been heavy shortfalls in expenditure during the Second and Third Five Year Plans. They need hardly emphasise that the projects for which financial provision has been made in a particular Plan period should be completed within the Plan period itself, so that the necessity of spill-over of projects from one Plan to another Plan may be obviated.
25.	4.10	The Committee need hardly point out that the yard-stick for the development of fishery indus-

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try in any country is the number of fishing harbours and the facilities for commercial fishing it has, since large scale operations are only possible from fishing harbours. Viewed in this context, the Committee do not feel that the progress achieved so far in providing landing and berthing facilities at minor ports, is satisfactory. They recommend that the whole machinery deployed on this important project should be geared up and all-out efforts made to complete the construction of the fishing harbours already taken in hand.

26. 4.11 As regards the execution of the project work by the States on behalf of the Central Government, the Committee suggest that the feasibility of further decentralising the work may be considered. The State Governments also be urged to furnish the necessary certificates with regard to scrutiny of the work as speedily as possible. In any case, the Committee feel that earnest efforts should be made to reduce the time-lag at the various stages from the date of making the proposal to the actual execution of the project, and to do away with avoidable procedural delays.
27. 4.12 The Committee further suggest that the question of sheltering the mechanised fishing boats and vessels at the various commercial harbours, especially during cyclones, bad weather, etc. till such time the fishing harbours are ready, should be taken up with the port authorities concerned.
28. 4.16 The Committee are not satisfied with the progress of work relating to the provision of landing and berthing facilities at Bombay, Haldia, Mangalore, Tuticorin, Madras and Visakhapatnam. They regret to note that it has not been possible to start construction work at any of these sites so far. They are also unhappy that the Budget Provision of Rs. 200 lakhs for 1967-68 was cut down to Rs. 100 lakhs, which should have an adverse impact on the pace of construction. The Committee do not expect that with the present tempo of work, it will be possible to utilise fully the amount tentatively provided for the purpose during the period ending 1970-71. The Committee, therefore, stress that such project should be given the attention they deserve and executed expeditiously.

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29.	4.25	The Committee note the Plan of Operation for Pre-Investment Survey of Fishing Harbours under the auspices of United Nations Development Programme (Special Fund).
30.	4.26	The Committee agree that pre-investment survey is an essential pre-requisite for the development of a harbour. They note that the progress in the construction of fishing harbours in India has been slow due to the non-availability of consultant engineers in the country who could prepare the pre-investment survey reports. The Committee suggest that sufficient number of Indian engineers and technicians should be attached with their foreign counterparts, who are expected to prepare the pre-investment reports under the auspices of the United Nations Development Programme, so that they could be properly trained to work independently in the future development of not only fishing harbours but commercial harbours also.
31.	4.27	The Committee trust that the whole project would be executed in close coordination and collaboration with the concerned State Governments and the State Port Authorities. The Committee would also stress that in the cases of sites where pre-investment surveys have been completed, there should be no delay in starting the construction work.
32.	4.32	The Committee are surprised to learn that no specific targets and time-limits have been laid down for completing the construction of fishing harbours with the result that out of the two fishing harbours taken up for construction during the Second Five Year Plan, none could be completed during that Plan and only one could be completed during the Third Five Year Plan. Although construction of 16 additional fishing harbours was taken up during the Third Five Year Plan, all had to be carried over. In this connection, the Committee are distressed to note that, the estimates of expenditure are likely to go up owing to the delay in completion of the construction work. The Committee would therefore, urge that specific targets and time-limits should be laid down for all such

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		construction work in future. They also suggest that the whole procedure of constructing fishing harbours should be streamlined so as to bring about improvements and quick results.
33.	4.33	The Committee note that the States were not very enthusiastic in the past about the provision of landing and berthing facilities as half the money would have to be found by them. Now that the Central Government has undertaken to meet the entire expenditure on the Provision of Landing and Berthing Facilities at Minor Ports, the Committee hope that the pace of construction of fishing harbours will be accelerated.
34.	4.41	While noting that the technical and constructional know-how and the technical personnel required for constructing fishing harbours are available in the country, the Committee would stress the need for developing technical know-how as regards pre-investment survey also in the country. They hope in due course dependence on foreign experts in this particular direction will be totally eliminated.
35.	4.45	The Committee would like to stress that the work in connection with the construction of fishing harbours should not be allowed to suffer due to lack of requisite equipment. They suggest that inescapable and immediate demands for efficient execution of the projects should be noted down and efforts made to get them on loan from port authorities. Failing this these may be obtained under some foreign aid programmes. At the same time concerted efforts should be made to develop the equipment indigenously.
36.	5.9	The Committee are surprised to note that the Ministry do not have separate figures of loans and grants given by the Central Government to the States during the Second and Third Plan periods with regard to landing and berthing facilities. In the absence of such statistics the Committee can only conclude that the control of the Ministry in regard to the proper utilisation of the funds placed at the disposal of the State Governments was ineffective.
37.	5.10	The Committee are distressed to note that there are heavy shortfalls in expenditure both on

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the Second Five Year Plan and Third Five Year Plan schemes. They need hardly emphasise that co-ordinated efforts should be made to complete the schemes within the Plan period itself and avoid spill-over of projects from one Plan to another. They suggest that necessary corrective measures should be taken immediately so as to ensure that the schemes included in the next plan are completed within the stipulated time and funds provided for the purpose are utilised properly and fully.

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5.16

The Committee are glad to note that the Government propose to go ahead on their own with regard to the work on the five major ports rather than wait for the World Bank assistance. The Committee hope, however, that Government would be able to secure the necessary assistance from the World Bank as soon as the work of the Study Team, which is going round the ports, is completed.

APPENDIX X

(Vide Introduction)

Analysis of Recommendations/Conclusions contained in the Report

I. CLASSIFICATION OF RECOMMENDATIONS

A. Recommendations for improving the Organisation and Working:

Serial Nos. 1, 2, 3, 4, 5, 7, 8, 9, 11, 14, 15, 16, 17, 19, 20, 21, 22, 23, 25, 26, 27, 28, 29, 30, 31, 33, 34, 35, 36, 37 and 38.

B. Recommendations for effecting economy:

Serial Nos. 6, 10, 12, 13, 18, 24 and 32.

II. ANALYSIS OF THE RECOMMENDATIONS DIRECTED TOWARDS ECONOMY

S. No. as per S. No. summary of recommendations (Appendix IX)		Particulars
1	2	3
1.	6	The Committee have emphasised the necessity of completion of the research programmes within the stipulated time.
2.	10	Chartering of foreign fishing vessels should not be encouraged as a rule because the cost of charter, which works out to about 30 per cent to 40 per cent of the cost of the vessel appears to be prohibitive.
3.	12	Repairs costs of the vessels available with the Deep Sea Fishing Organisation appear to be very high. It should be examined whether it is worthwhile to continue to use some of the vessels even by incurring very high expenditure on repairs or it would be advantageous and economical to have them replaced by new vessels.
4.	13	Efforts should be made to have increased catches of fish while conducting exploratory works ensuring at the same time that the exploration work of the Organisation does not suffer in any manner.

1	2	3
5.	18	There is an imperative need for regularly evaluating the work of the Deep Sea Fishing Organisation to ensure that the results are commensurate with the expenditure incurred.
6.	24	The projects for which financial provision has been made in a particular Plan period should be completed within the Plan period itself so that the necessity of spill-over of projects from one Plan to another Plan is obviated.
7.	32	The Committee are distressed to note that the estimates of expenditure are likely to go up owing to the delay in completion of the construction work. Specific targets and time limits should be laid down for the construction works in the future.

SL No.	Name of Agent	Agency No.	SL No.	Name of Agent	Agency No.
27.	Bahree Brothers, /188, Lal- patrai Market, Delhi-6.	27	33.	Bookwell, 4, Sant Naran- kari Colony, Kingsway Camp, Delhi-9.	96
28.	Iayana Book Depot, Chap- parwala Kuan, Karol Bagh, New Delhi.	66		MANIPUR	
29.	Oxford Book & Stationery Company, Scindia House, Connaught Place, New Delhi —1.	68	34.	Shri N. Chaoba Singh, News Agent, Ramlal Paul High School Annex, Imphal.	77
30.	People's Publishing House, Rani Jhansi Road, New Delhi.	76		AGENTS IN FOREIGN COUNTRIES	
31.	The United Book Agency, 48, Amrit Kaur Market, Pahar Ganj, New Delhi.	88	35.	The Secretary, Establish- ment Department, The High Commission of India, India House, Aldwych, LONDON, W.C.—2.	
32.	Hind Book House, 82, Janpath, New Delhi.	95			